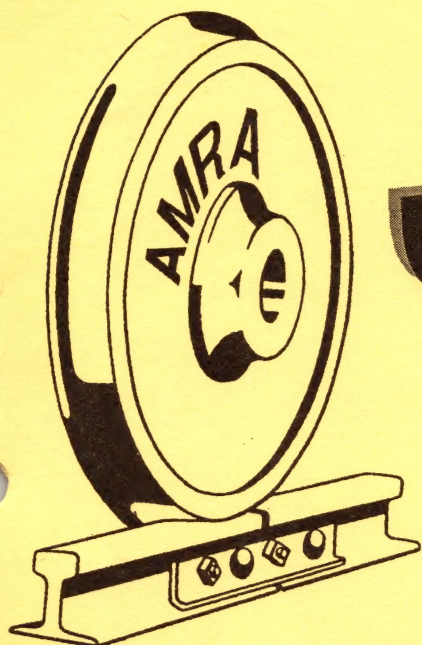


Australian Model Railway Association



JOURNAL

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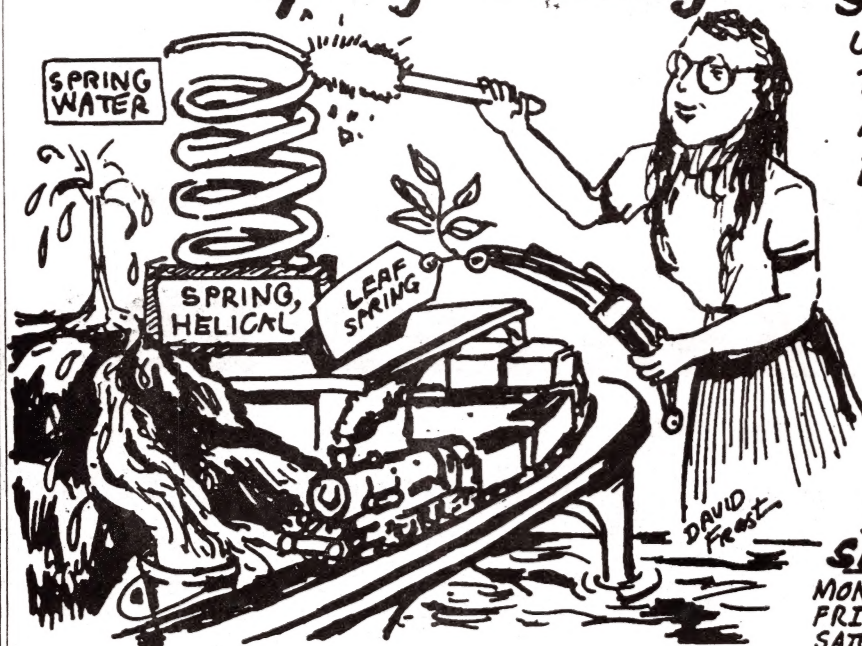
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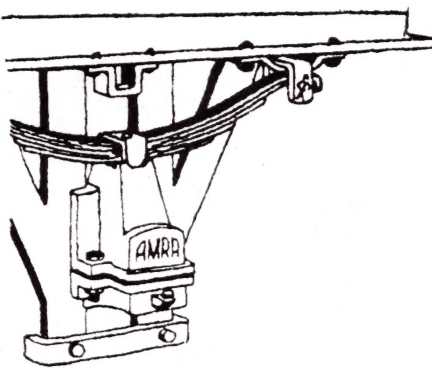


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JOURNAL BOX...

Editorial

When I learned that I was to be Editor of 'Journal', my first reaction was to think: 'Now, what am I in for?' But I have found the job has its compensations. One was the joy with which I read the contribution in the NSW Branch Notes from their 'N' Scale Group. My delight was not so much from the description of the layout (although it clearly is a beauty and I MUST make an opportunity to see it sometime!), but because of the spirit of co-operation and comradeship it reveals, shared by its builders. Most particularly telling is the description of the ways in which new members have been welcomed into the group to become very important contributors to its overall success. And that, surely, is what membership of a model railway club is all about - that we all have an unparalleled opportunity to assist others and learn from them. Let me suggest that our hobby is pre-eminent in this respect, because of the wide range of skills, general knowledge and historical appreciation it demands.

Let us all hope the NSW 'N' Scale Group continues to prosper and is able to complete its project earlier than present anticipations - after all, I want to see it!

Elsewhere in this issue is an important notice concerning Editorial Policy which must be enforced to ensure that, so far as possible, we do not transgress the laws of copyright and that material published is not contrary, even if inadvertently, to the overall interests of the Association.

Please read it!

Notice

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On the Cover

This photo was taken at a recent Victorian Branch Exhibition on what we believe is Russell Edwards' layout and shows V/Line Bicentennial A66 and two other VR locos in the yard.

Photo Geoff Brown

Credits

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From the Managing Editor

If you are observant, you may have noticed my different address in the Credits Box. Due to a work commitment, I will be in Sydney until November.

As I only had less than two weeks notice to move, and this coincided with the editorial deadlines for this issue, production of this issue has suffered and will be about two weeks late.

For the next and subsequent issues, please send all material direct to our Editor, Neil Riches, with the exception of computer disks which are still to be sent to me at P.O. Box 2192 Clovelly West 2031. It would be appreciated if you could send a hard copy of the disk contents to Neil as well.

Roger Lloyd

Editorial Deadlines

The deadlines for the next issue (May-June 1996) will be 24th April for hand written articles, 28th April for neatly typed articles and State News and articles on floppy disk (IBM format either 3½ or 5¼) and 13th May for addresses and envelopes. Collating and posting is expected on 20th May.

Secretary's Desk

The recent ballot for changes to the constitution has generated a lot of mail from members voicing quite valid concerns from members. In fact it is quite some time since the COM received so much mail from the members as it has in the last couple of months. The COM has carefully considered all of the concerns raised and the separate article will hopefully answer these to your satisfaction.

The Federal COM remains the same as before the AGM was held. Fortunately, those who attended the AGM were able to convince the outgoing COM to volunteer to continue, since insufficient nominations were received and we would otherwise have been struggling to form a committee.

At the AGM itself, the only matters raised were the change to the constitution (which has been dealt with elsewhere) and the subject of copies of the membership list being made available to the branches on computer disk. The Federal COM explained that the information will not be made available on disk for security reasons (not all members want their phone number or even their address known even to their local state branch). The COM has however agreed to supply edited membership lists to any branch secretary on request. Since these membership details are already passed on to the appropriate branch secre-

tary, this will give the branches the convenience of an up to date membership list as a single list without breaching any confidentiality requests made by members. This was considered to be a satisfactory compromise.

AGAIN the matter of what the Federal does for the branches has been raised. In fact the question ought to be one of how does the Federal manage to do so much for the branches given that the membership fees paid barely cover the cost of producing the Journal. Currently the membership fee is \$15 and this money is paid to the Federal, the branches do not get any of it. The Journal costs about \$2 per issue in production and postage costs (it fluctuates depending on the size of the Journal). At six issues a year that is \$12 of the \$15 gone already. Then there is the cost of the capital equipment used to produce the master copy of Journal (in the recent past we have purchased a new scanner to make the job of loading articles into the computer easier, and a new higher resolution printer to improve the quality of photographic reproductions in Journal) some money needs to be set aside each year so that when we require items of this nature that we have the means to obtain them. Then there are the other costs of running the association such as the cost of printing the ballot papers for

the recent vote. In fact it is surprising that we manage on what little money that we have.

And yet we have still managed to rebate the family membership fees back to the branches in recent years. We have still managed to provide membership incentives to branches who achieve growing memberships. And this is only the financial benefits that we give the branches.

So next time you start to ask what does Federal do for the branches, think instead how fortunate that the branches are that Federal is able to do so much.

Stephen Chapman

Constitution Vote

Mr. Nell Riches,
Editor,
AMRA Journal,

Dear Neil,

Re Proposal to amend the Constitution

The total number of forms received was 197. The votes were divided as follows:
In favour of the proposed change 153
Against the proposed change 44

Yours faithfully,

Margaret Goldrick
Scrutineer
Charles Nightingale
Returning Officer

Information and Directory of Office Holders - AMRA

Federal Committee

Federal President	Brian Tyson	22 Tobruk Avenue Carlingford NSW PO Box 150 North Strathfield NSW 2137	02 872 3512
Federal Secretary	Stephen J Chapman	27 Josephine Crescent Moorebank NSW 2170	02 824 1295
Federal Registrar	Norm Read	3 Augusta Street Strathfield NSW 2135	02 642 3828
Federal Treasurer	Ken Edwards	8 Easton Road Berowra Heights NSW 2082	02 456 2868

New South Wales Committee

President	Alan Tonks	3/144 Morts Rd, Mortdale NSW 2223	02 580 7691
Secretary	David Bennett	200 President Ave, Miranda NSW 2228	02 524 3655
Treasurer	Jack Parker	34 Strickland St, Bass Hill NSW 2197	02 724 5348
Publicity Officer	Glenn Percival	395 Port Hacking Rd, Caringbah NSW 2229	02 540 4078

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The Secretary	PO Box 194 Rockdale NSW 2216	
Clubroom address and telephone:	1 Chapel Lane Rockdale	02 567 1899

Victorian Committee

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Secretary	John Harry	68 Lahona Avenue Bentleigh East Vic 3165	03 9570 4406
Treasurer	Stuart Westerman	10 Gardania Crescent Cheltenham Vic 3192	03 9583 8655
Clubroom address and telephone:		92 Wills Street Glen Iris Vic	03 9885 7034

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Secretary	Bob Mawson	633 Webster Road Chermiside Qld 4034	07 3359 1031
Treasurer	Arthur Hayes	21 Madison Street Sunnybank Hills Qld 4109	07 3345 7887
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Treasurer	Alan Porter	21 Prosser Way Myaree WA 6154	09 330 1848
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(Corrections, additions to the directory would be most welcome. Please send them to the Managing Editor)

Constitutional Changes

from Stephen J Chapman

As can be seen from the results supplied by our Returning Officer, Mr Charles Nightingale, the vote to change the constitution was very much in favour of the change with over 77% of votes being in favour and almost one fifth of members casting a vote.

This means that the 2/3 majority of votes received was obtained and the new wording is now part of our constitution.

HOWEVER the most vocal group with regard to this vote were those who voted NO. The Federal COM has received letters from individual members and two state branches which have raised quite a few valid concerns over both the effects of this change and the way that votes to change the constitution are held. The Federal COM has spent quite some time discussing these concerns and we would like to attempt to answer them here.

1) That the change disenfranchises the members who do not belong to a branch. This was never the intention of the change. Currently we have five members living in SA/NT, one in Tasmania, and one in China. Most of these members previously were members in a state which has a branch. The Federal COM has decided that for the purpose of any future vote to change the constitution (only), these members should be considered to belong to the branch they belonged to prior to moving interstate or overseas (ie. their state of origin) unless the member concerned notifies the COM of a desire to be included with another branch (ie. they can be counted with the branch of their own choice).

2) How will the returning officer identify the branch from which each vote comes now that each branch needs to be counted separately. This problem is easily solved. All that we need to do is print future voting slips on paper of different colours, one colour for each branch. It is not even necessary that the returning officer know which colour belongs to which branch since a two thirds majority of votes received on each colour form will be required.

3) Why was the FOR case not put to the members. Our constitution does not require that the cases for and against the proposed change be put to the members. No prior vote to change the constitution has ever been sent out with the cases for and against being supplied. The only reason that the against case appeared (late) was that the WA branch felt strongly enough about the issue to put some of their concerns into print. There is no reason why members for the proposed change could not have done the same.

4) How can we tell that all votes received are genuine. The Federal COM took what we considered to be adequate precautions to prevent tampering with the vote by having the forms printed on coloured paper with several different typefaces. The truth is that there is nothing that we can do with a postal ballot to stop the possibility of someone stacking the vote if they were determined enough, all we can do is make it more

difficult than the effort is worth. Obviously some members are of the opinion that we are not making it difficult enough. Therefore all future ballots will be stamped on the back in colour with a special stamp which will be obtained for this specific purpose. Alternatively if this is decided to still be insufficient we will arrange to have the voting papers embossed.

5) Why not just require a two-thirds majority of all members? This of course would be the ideal situation where two thirds of our whole membership is in favour of the change. HOWEVER if we require this then the constitution would never be changed again. We currently have about 1100 members (of whom only 6 don't live in a state where we have a branch). A two thirds majority would require that almost seven hundred votes in favour be received. This ballot where almost two hundred votes (both for and against) were received is one of the biggest responses we have ever had (certainly the biggest in recent years) so what chance is there of ever getting seven hundred yes votes. The membership of all state branches exceeds the normal level of voting by a substantial margin.

6) Why not just the majority of branches? The Federal Constitution is the constitution of the Association AS A WHOLE. As such the constitution should represent the will of the members as a whole (or since as mentioned above that this is not possible) or at least a representative sample from each branch. By giving each branch veto power over changes to the constitution we ensure that changes are to the benefit of all branches.

7) What relevance do the branches have to the Federal Constitution? Like it or not the Association has fragmented slightly in years gone by with the formation of the branches. These branches exist - they are incorporated - they have their own constitutions - they have their own clubrooms - they have their own interests and desires. To some members which state they live in has no relevance to their hobby, to others which branch they belong to is all important. Some degree of disagreement between the branches is unavoidable. Should the disagreement be over a proposed change to the Federal Constitution then the new voting method will ensure that if agreement can't be reached then the current constitution will be preserved intact.

8) Doesn't the change give too much power to the smaller states? No. That is why the change specified branches rather than states. The member in Tasmania (or China) cannot affect the outcome of the vote because their vote will be counted with one of the branches (see above). Since the level of voting is usually way below the membership of even the smallest branch, the difference in numbers should not allow the smaller branches to dominate.

9) Why were the voting slips included in Journal? In particular why was there one

in the Branch copy? To send out voting slips separately would cost the Association several hundreds of dollars in postage (remember 1100 members) so the only ballots which were posted separately were to family members. Therefore we rely on the group that puts the Journal together to put one in with each Journal (except the ones to the branches themselves). Unfortunately these members are human like the rest of us and accidentally put one into a branch copy.

10) What about conflicts between the branch and Federal Constitutions?

Changes to the Federal Constitution can have no effect on branch constitutions since there is a clause in the Federal Constitution which says that the branches can have their own constitutions contrary to the requirements of the Federal Constitution provided that their proposed changes are approved by the Federal COM. Only if this clause were to be subject to a proposed change would the possibility occur of conflict between constitutions (I don't think anyone has even jokingly suggested that this clause ought to be changed). In determining which constitution applies where there are conflicting views, it is easy, the branch constitutions apply in branch matters while the Federal Constitution applies to anything that affects the Association as a whole.

11) Why the rush? The constitution places restrictions on the Federal COM regarding how long that we have to respond to requests from members. Any group of ten or more members can petition the COM under clause 21 b. of the constitution and their request MUST be actioned within 28 days of the COM meeting at which the request was received. If a special general meeting were held (it didn't in this case but if it were) then we would only have 14 days to put the request to a vote. Fortunately the timing of this request was such that we were able to arrange for the voting slips to be sent out in the next Journal otherwise we would have incurred the extra costs of a separate posting (see above). The constitution is filled with what (with our current level of membership) are becoming more and more unrealistic time limits on the amount of time that the Federal COM has in which to action requests from the members but until such time as those clauses are changed, we will just have to cope with it.

12) Why weren't our concerns dealt with before the ballot took place? Because of the time constraints as mentioned above, the ballot papers had already been sent out by the time that the first concerns were raised. The Federal COM had no choice but to go ahead with the ballot and attempt to find ways of resolving all of the concerns within the boundaries set by the constitution.

I hope that this answers everyone's questions regarding the concerns expressed about the recent ballot. Should any member have any further questions or concerns regarding the constitution or any other matter affecting the Association then they can of course write to me and I will see that their concerns are dealt with by the Federal COM.

Stephen Chapman
Federal Secretary



**The Editor
AMRA Journal
Dear Neil,**

With regard to the publication (or otherwise) of articles where you are unable to identify the identity of the contributor.

An article which has been sent in without identifying the contributor is a complete unknown. With an article where you know who the contributor is, it is possible - if necessary - to contact the contributor in order to -

1) check that the copyright holder has given permission for the article to appear in Journal,

2) query any details of the article which you feel are unclear or misleading and to ensure that the corrections reflect the author's intent,

3) refer to the contributor any correspondence received regarding the article that you feel would be more appropriately dealt with directly by the author rather than being printed in Journal,

An article not suitable for publication in its original form can be referred back to the contributor with comments as to the types of changes required so as to enable the article to be published,

Should a contributor wish to make an anonymous contribution to Journal, they ought to be able to do so by advising you that the article is to appear anonymously or under a supplied pseudonym.

A pseudonym which has been used previously by a different contributor ought not to be used without the permission of

Notes from the Registrar

On the first page of JOURNAL is small section, headed Editorial Deadlines. What concerns and involves me is the date for labels and envelopes. Usually I take down to Brian's all the additions and changes in membership I have received to that date.

the original user - another reason for needing to identify who contributed what.

Anyway, you need to know who contributed which articles even when the readers may not. In other words LETTERS OR ARTICLES WITHOUT THE CONTRIBUTOR'S FULL NAME AND ADDRESS (not post office box number) SHOULD NOT BE CONSIDERED FOR PUBLICATION.

Of course, should an article appear anonymously or under a pseudonym, then you ought not to identify who contributed the article at any subsequent time without getting the contributors permission to do so.

**Stephen J Chapman
Federal Secretary**

**The Editor
AMRA Journal
Dear Neil**

Please allow me a bit of nitpicking and comments on the controller circuits published in Journal 229.

I have looked at the controller circuit on page 3.2.1.7 and the same circuit repeated on the next page. Too bad it won't work AS DRAWN. Just trace the wires back from the track and you will see what I mean.

Continued page 28

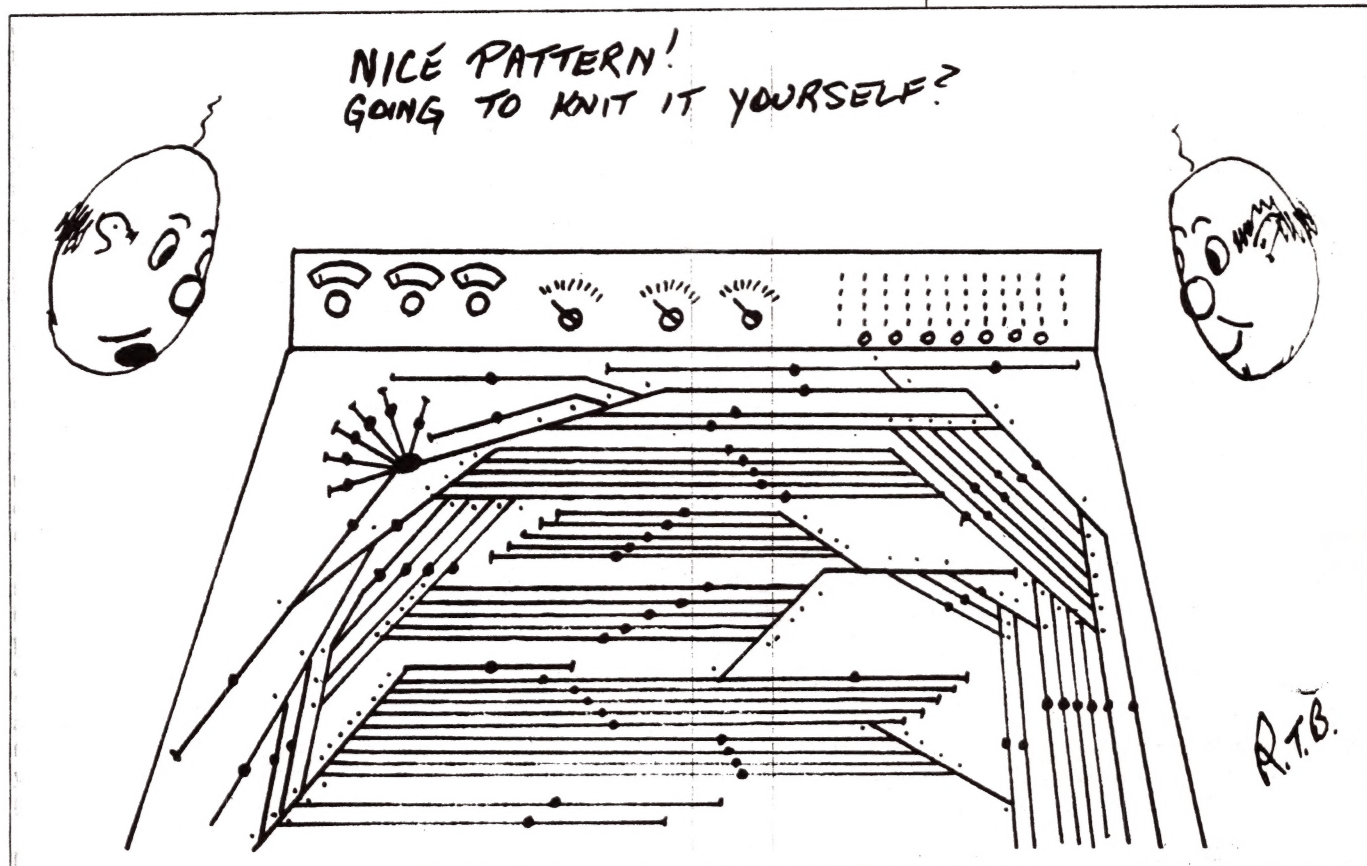
This gives Denise Tyson a bit of time to do the necessary on the computer. Then, on the Friday night, Brian prints the labels and drops them off to me on his way home (just several kms diversion) or brings them to the club if there is a Saturday meeting then next day. On Sunday I check them and make any alterations I've received in the meantime. At the last mailout this totalled 12. The completed labels were posted to Melbourne on the Monday. On the following Friday I faxed another 5, then on Monday received another 5 renewals. The Journals for these had to be posted separately when I received the spare copies from Melbourne.

Why tell you all this? Because with a bit of cooperation, much of this could have been avoided, especially when one sees the difference in the date on the form and the date I receive it!

Our congratulations to Barry Bryant, W.A Branch Secretary and Registrar on receiving a Meritorious Award. It was rather delayed but finally presented.

I must apologise to our two N.T. members A.J. Lebsanft and J. Mirco who for reasons only known by the computer were left out of the last membership listing. At least it recovered and printed their address labels, so they received their Journals to find out they apparently did not exist! Sorry fellas, but they say worse things happen at sea. This happened on top of the concern that members in non branch states would not be able to vote in future ballots, but there should be more about that matter in the Secretary's Desk.

Norm Read



It Occurs to Me

by Leggy Mac

The modern railway system is a combination of products of many talents.

The mechanical engineer who designs the motive power we enjoy watching at work, utilises the talents of many others such as welders, iron founders, fitters and turners, electricians and others. Alongside him is another engineer, whose output is the design of other rolling stock. He also has the need to use the efforts of many of the same tradesmen, as well as painters, carpenters, plastic fabricators, etc., etc.

Of courses our favourite vehicles run on tracks. The design and manufacture of these is the province of yet other engineers, who also utilise many other talents and skills. Use of these is found in steel works and rolling mills, in the timber industry or perhaps in concrete works. Quarrymen produce ballast, the basis of virtually all trackwork. Maintenance of these tracks nowadays requires the use of a whole range of machinery which, in turn, needs many crafts for manufacture and operation.

Provision of an acceptably level foundation for the track calls for the skills and talents of a civil engineer. He, in turn, calls upon the abilities of earth movers (nowadays machinery operators instead of navvies with picks, shovels, horses and carts). Building of bridges along the right of way requires a variety of materials - bricks, masonry, concrete and steel mostly. Each type of bridge has call for the services of many different artisans, bricklayer, masons, formwork carpenters and many steelworkers also used elsewhere. Additional to the bridges is the creation of cuttings, embankments etc. As well, we must include the boring of tunnels with the foregoing, employing even more abilities. An overall requirement in track provision is the need for the services of a competent surveyor, without whose knowledge tracklaying would be largely only guesswork.

Railways need stations, warehouses and depots of many sorts. These used to be of timber and brick, mostly needing workers adept in the use of appropriate materials. Nowadays a lot of erections are of concrete or steel, needing an even greater variety of building workers. Then there is the need for electricians, plumbers etc. to provide internal services and, again, painters and decorators.

Last, but not least, and maybe the most significant of all the creative factors which influence the building of a railway is Mother Nature. She provides the country through which our railways pass. Her efforts have resulted in the hills, mountains, rivers, forests, fields and the myriad aspects of the scenery surrounding our railway lines.

That isn't, by any means, a full list of trades, professions, arts, skills or talents which find employment in the creation of a railway system as we know them. There are plenty more!

Now, how does all this affect the world of miniature trains? In every way, I'd say.

Practically speaking, many of the requirements for constructing the prototype apply also to the creation of a model system, naturally in a smaller

scale. Mother Nature's is, possibly, the most important contribution and should be considered at a very early stage in building a model railway. The real countryside was there untold centuries before man ever thought of trains. Unfortunately, many layouts give the impression of the scenery being a last minute fill-in or afterthought.

In building a model, many skills are required to duplicate full-size items. A modeller working alone has to be skilled in a huge variety of procedures to have any success at all in depicting a railway system in a small scale. As well, he/she must be something of an artist. It makes the effort a little less intense if a model is to be produced by a group of like-minded enthusiasts.

The point of the matter is that the model railway fraternity is not, as the popular misconception, a bunch of fellows playing with toy trains. It is, in varying sizes a collection of chaps using knowledge and skills in a worthwhile way, as were those who built our regular railways in the first place!

(EDITOR'S NOTE: It so happens that the surname of the author of this series of articles is pronounced the same as the colloquial name of a rare and beautiful Australian marsupial, of which the scientific name is *Macrotis legotis*. A little thought will reveal the derivation of the nom-de-plume. For further information, consult any good Dictionary of Zoological Terms.

The issues discussed in this article will be expanded upon in our next issue - NRR)

South African Rollingstock

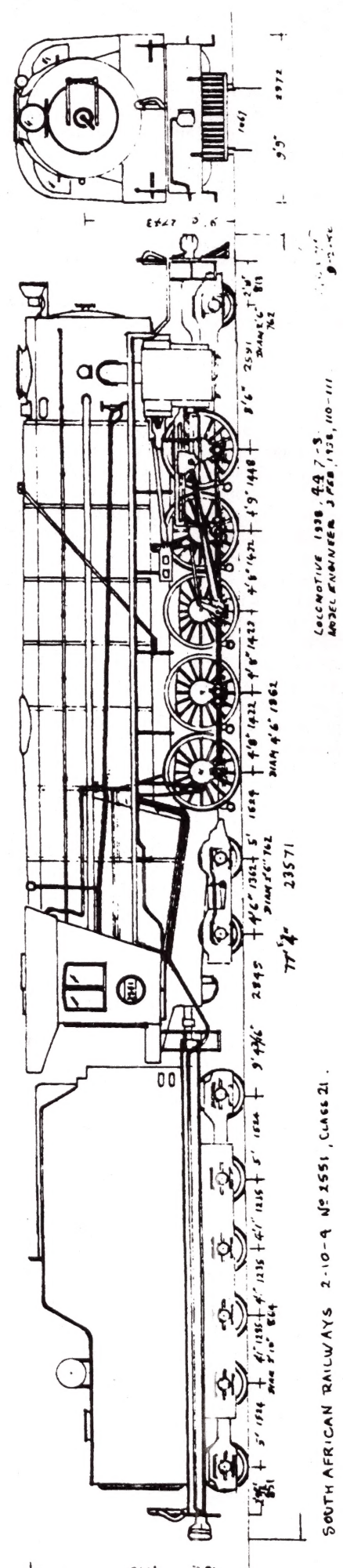
Imports Move to New Zealand?

3' 6" gauge Modeliers now have new opportunities to expand their rollingstock with the purchase of South African rollingstock in Australia and New Zealand. For many years, South African passenger cars have been in use in Western Australia, along with 2' gauge 2-8-2 locos on a Museum Light Railway.

With deregulation of Queensland Rail, there have been many groups expressing interest in purchasing South African locos and running them on tourist lines. The 24 class 2-8-4 would be ideal, however the 19D class 4-8-2 are more common.

Now we have the news of a New Zealand enthusiast who has purchased four South African steam Locos for use on the NZR. These are Class 24 2-8-4, Class 25NC 4-8-4 (2) and Class GMAM Garratt 4-8-2+2-8-4. This was reported in NZ 'Railway Observer', Spring 95. The 19D is available as a SN 3½ kit while many other locos are available as 4mm or HO kits on 16.5 mm gauge.

On the right of these notes is a drawing of a 2-10-4 Class 21 Loco by the late Steve Suggift, I think the biggest non-articulated 3'6" gauge loco around. I don't think we will ever see any running in these parts.



LOCOMOTIVE 1938, 4-8-2, 7-3, MODEL ENGINEER, JUNE 1938, 110-111

SOUTH AFRICAN RAILWAYS 2-10-4 No 2551, Class 21

Vale - Owen Ely

1930 - 1996

Owen Stanley Ely, whose death recently saddened many Victorian Branch members, was a man who earned the respect and admiration of all who came into contact with him and the love of those of us who were more closely associated with him; that at least 200 people (probably more) attended his funeral service is testament to the high regard in which he was held. Owen's career was in banking. Having served in numerous branches throughout Victoria, he was Manager of the Doncaster branch of Westpac at the time of his retirement in 1986.

Owen's interests were amazingly wide and disparate: sailing, flying, car lore (latterly the registration number of his cars all commenced with the letters ELY), travel, languages, gardening, computers - the list could go on. He excelled at golf and was a fine connoisseur of wine. Yet, withal, he was a mild and unassuming man, kindly, friendly to all, respectful of the opinions of others, yet rarely assertive of his own unless he had something of real importance to say.

Owen was one of the 'mice' associated with the Mousehaven Railway. His Wednesday night attendances date back to August 1976. Most frequently, he presided over operations at Westmere station, but he was competent at most other operator positions for the line.

In addition, in various behind-the-scenes ways, he served the Vic Branch of AMRA for many years, with self effacing modesty. For example, despite the increasing pressures from the onset of what was to be his final illness, he had undertaken the responsibility of being the Honorary Auditor for Vic Branch, over the last twelve months.

Yet it is upon his home layout, the KOONALDA SOUTHERN, that our highest praise must be bestowed. Taking as its

prototype the Burlington Northern and its predecessor, the Great Northern, it is an outstanding exemplar for those who strive to represent the services of a revenue earning railroad in a severely limited space. It is built in a garden shed, yet, truly, it is a portion of the world - in miniature. When the writer was first shown the plan for the proposed revision which was to become the layout in its present form, he criticised it roundly. The realisation has proved him wrong - Owen politely listened to the criticism and went ahead with the construction just as he intended. (Lesson - never criticise other peoples' layouts!). The KS itself, using a simple computer generated timetable and a sequence style of operation, speedily convinces any visitor that railroad operations over many miles of track, serving numerous industries in a logical, yet constantly varied, manner are taking place before him. It is a wonderful achievement.

To Owen's wife, Barbara, his daughter, Debra and his sons, Steven and Darren, the deepest sympathy of members is extended.

NRR

Vale Brian Southwell

1924 - 1996

Thomas Brian Southwell was one of those rare people whose wide range of achievements in diverse fields in no way changed his friendly readiness to assist, without patronising, all who sought his advice. He was a self-contained, very private man, with a keen sense of humour, 'who respected chaos, but was himself meticulous and methodical', respected and liked by all members of AMRA Victorian Branch.

It was with great sadness, therefore, that we learned of his death; sadness which was deepened by the realisation that his funeral service was to take place on the morning of the opening of the Camberwell Exhibition. The impressive service, held in the Religious Centre of Monash University, was attended by the Branch President and Secretary, accompanied by several members who had been closely associated with him in Branch affairs.

Brian was a librarian by profession; he was a foundation member of the Monash University Co-operative Bookshop, which became the Monash University Library, of which he was a staff member from its inception. For sixteen years prior to his retirement in 1988, he was Director of Library Services for Monash University. The development of the library to its present eminence, of what many regard as one of the foremost learning and research resources in the nation, was the culminating achievement of his professional life.

Brian was active in

Probus Club affairs. He taught at the Royal Melbourne Institute of Technology for four years. He had a keen interest in the theatre. He was an actor and film producer - one of his films is in the Australian Film Archive in Canberra.

After some four years in the artillery in World War II, he lived for some time in North Sydney before moving to Victoria. He was a fine musician and had a keen interest in gardening. The list of his interests and expertise is not limited to this short summary.

Brian filled the position of Librarian of Vic Branch for 25 years with great distinction. It was his knowledge, his contacts in the somewhat arcane book trade, which enabled the Branch to acquire much of its very valuable collection of modelling and railway reference books; it was he who applied his expertise and technical skill to setting up the system which simplifies borrowing procedures, while maintaining records of items on loan.

Brian's modelling interests were realised in his extensive collection of NSW prototype locomotives (mostly brass) and rolling stock. It was 'his ambition to build a fine model railway, slowly' - that layout occupied a room of his home. While he modelled for one state only, his knowledge of, and interest in, railway matters was encyclopaedic, as anyone who asked him a railway oriented question soon discovered. His lucid and pithy comments on Vic Branch library acquisitions in 'Journal' certainly attest to this!

Brian Southwell's magnificent contribution to the Australian Model Railway Association has earned the gratitude of all members; he will be sadly missed.

To his wife, June and his sons, Geoff, Tony and Peter, sincere sympathy is extended.

NRR / JJH

Pop Valve continued from page 26

The two 1 ohm 1/2 W resistors in parallel seem a little underrated. They must get pretty hot under short circuit conditions. In the Victorian Branch controllers we use a 0.47ohm 5W ceramic.

Our handheld controllers use a proper Darlington transistor in preference to two transistors in a Darlington configuration; reason being that a Darlington transistor has additional components inside the package that make it a lot more effective as a constant current source. A TIP 120 or BD 645 on a decent heatsink works well.

Another drawback of the circuits as published is that each controller needs its own transformer or at least its own separate transformer winding.

That is why at Victorian Branch we use the split potential system.

Two 6 Amp transformers, one each for the Positive and Negative side, provide enough power for 4 drivers positions and a dozen handheld controllers all in use at the same time.

William Secker



BJ220 loco at ANGRMS - Woodford

by Steve Malone

Right. The BJ220 loco is unloaded at Woodford, ANGRMS.

Bob Gough photo
Below. The Bundaberg Jenbach 13 in front of Bundaberg Fowler 5 (0-6-2T).
Bob Gough photo

Christmas 1995 came early for the Australian Narrow Gauge Railway Museum Society (ANGRMS) at Woodford with arrival of a Bundaberg-Jenbach 6 wheel Diesel mechanical locomotive in operating condition. Built in 1954, this was Bundaberg Foundry's 13th loco. Other locos built by this company were the popular Bundaberg Fowler steam locos in 0-4-2T and 06-2T wheel arrangements. To attempt to corner the 2' gauge diesel loco market, Bundaberg Foundry teamed up with Austrian Jenbacher Werke AG to build suitable locos for the sugar cane tramlines and other narrow gauge mining lines. Eleven Bundaberg Jenbachs were built. Eight were tiny diesels for mining use while three were for sugar mill use. Two were 0-6-ODM and one was 0-4-ODM. We will cover the 6 wheel loco in this issue and the 4 wheel loco in another future issue.

The two 0-6-ODM locos were built for the North Eton Mill, west of

Mackay, central coastal Queensland. The 100 hp 15 ton (BJ100) loco was built in 1953 while the other loco was a 220 hp 20 ton (BJ220) model, now preserved at Woodford. Several years ago the North Eton Mill closed and these locos were transferred to Cattle Creek Mill, further west in the Pioneer Valley. Cattle Creek closed a few years ago and these BJ locos were shifted again to other mills in the Valley. With longer and faster trains more common in the area, this type of loco had little use left other than navvies trains etc and BJ220 became available for preservation. The new 750 hp Gemco locos and the regauged ex QR DH and NSWGR 73

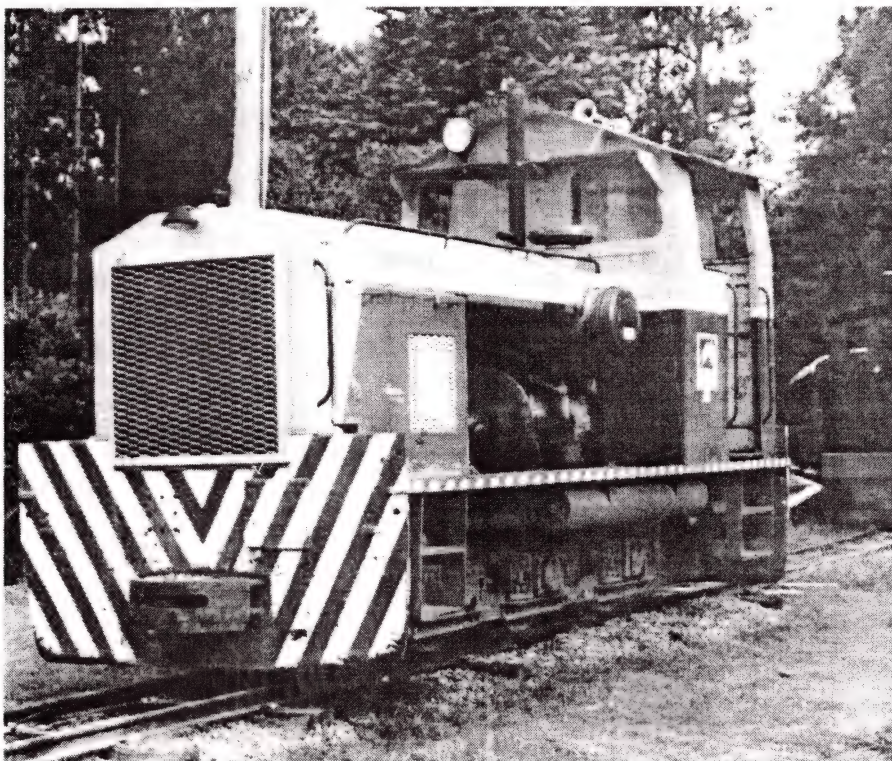
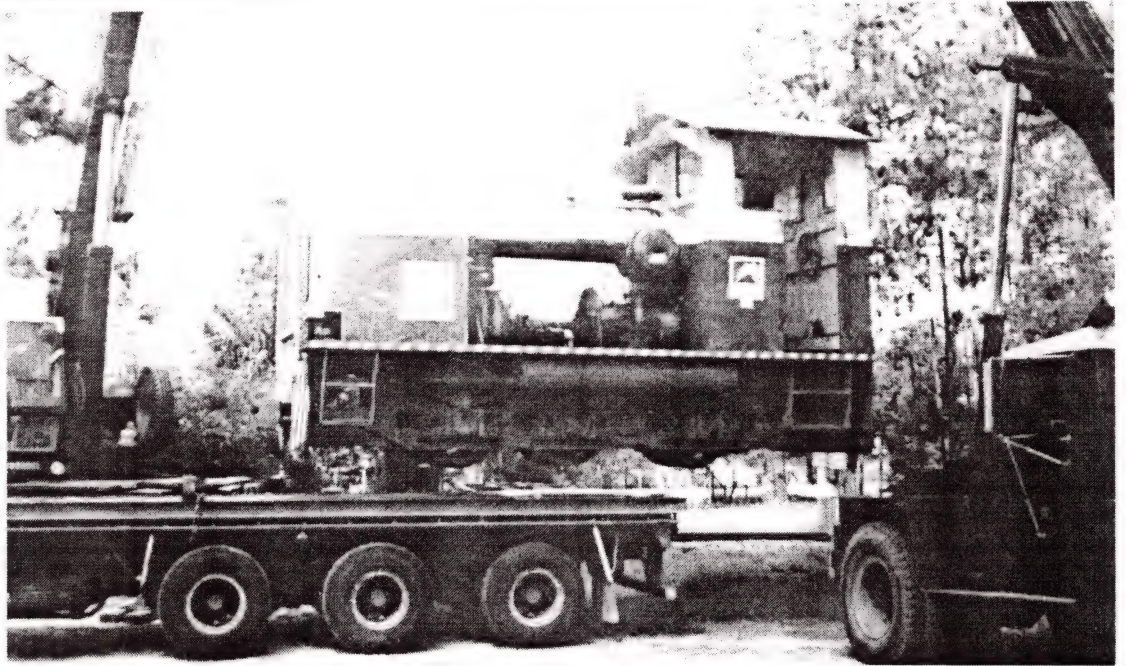
class locos took over the long hauls.

These Bundaberg Jenbach locos had their Jenbach diesel engines replaced with Gardner 8LW (8 in line) diesel engines and now BJ220 has a 6 cylinder Detroit diesel engine. A large gap exists between the motor and gearbox and the photos show a universal fitted drive shaft joining the two. The large mechanical gearbox drops the drive down between the middle and rear axle, hence the larger gap here. Large roller chains run horizontally to transfer drive forward and rearward to the axles. When BJ220 arrived at Woodford, it was found that the chain drive to the front axle had been missing for some time - (hence the loco is a 2-4-0?).

Other loco modifications were the complete rebuild of the cab and bonnet. These were replaced at some stage from parts of a Com Eng 0-6-0 diesel loco which may have itself been modernised with a new soundproof cab and engine compartment. So this loco is a real kitbash in full size. In the drawings attached I have included a Keith McDonald drawing of the BJ100. I believe the BJ220 had similar bodywork in its earlier days. However there are many differences in principal measurements: for instance the 220 hp loco was 20" (400 mm) shorter than the 100 hp loco.

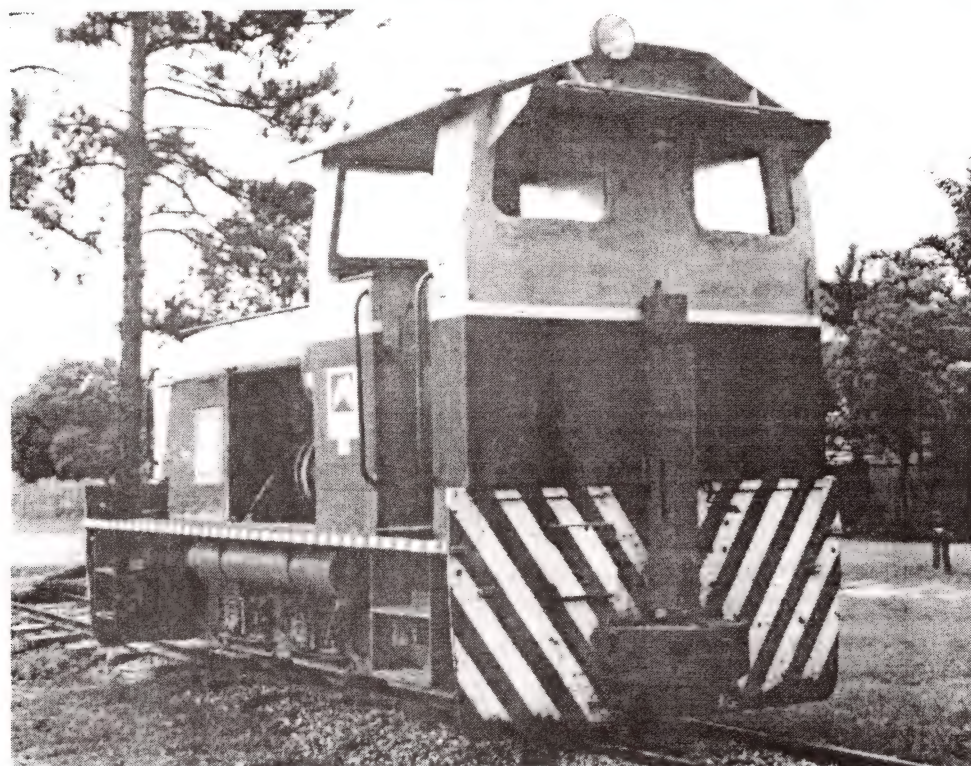
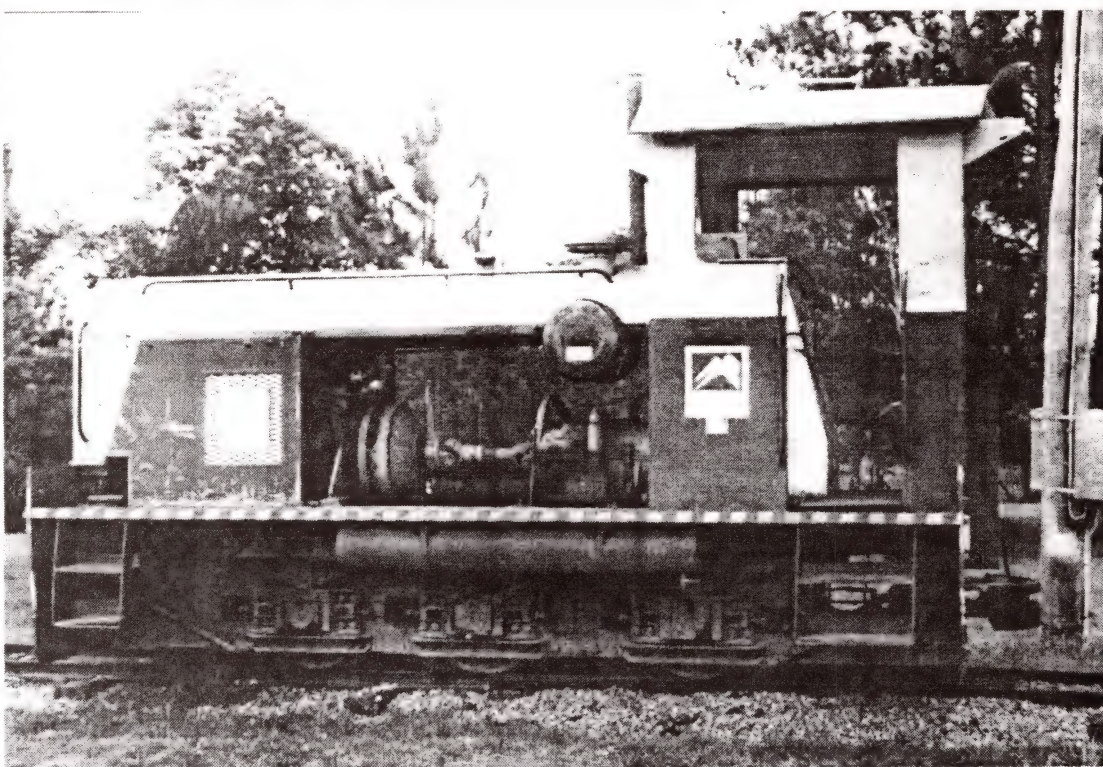
A good photo of BJ100 when new appeared in the Narrow Gauge Railway Society Magazine (UK) 'Narrow Gauge' No 94 Winter '81 in an article by John Brownning about Australian Built canefield locomotives. Attached to this article are six photos showing the BJ220 at Woodford to assist modellers modelling this unusual and historic diesel loco. With modelling, some good photos are worth a thousand drawings.

Modelling this loco can be easy using the Plymouth 0-6-0 diesel mechs available in 0 scale 11/2" (32 mm) gauge, HO scale



16.5 mm gauge and N scale 9 mm gauge. These three sizes would assist Narrow Gauge modellers to model this type of loco in 16 mm scale (Garden Railway size on 32mm track, 0-16.5 (7 mm = 1') 1/43 S scale on 16.5 mm track and Sn2 or HOn2½ or 009 scales on 9mm track. The supplied drawings are in 7mm scale. One of the side elevation photos is almost the right size for this scale.

For the main frames and headstocks, I try to use perspex wherever possible as it is more rigid and easier to get in thicker sizes than styrene. The AMRA Qld sales cupboard has Styrene in .100", .06011, .04011, .03011, .02011, .010" and .005" to assist modellers. On this loco



the running board frames and headstocks are quite thin compared to usual NG practice and one may use .100", .060" and .040" (2½, 1½ and 1 mm) for these parts. You may note that the Bachmann Plymouth shunter is a little small for use with this loco and filler pieces will be needed to be added between the headstocks and under the running boards. This will allow an opportunity to stiffen up the whole frame assembly with some 3 mm perspex. The air tanks and bolted on weights will help disguise the fill in pieces.

The remaining top half of the model in 0 scale can be built up with normal styrene modelling methods, there are no curves to worry about. I'd use 1 mm styrene wherever possible and ½ mm for the cab roof. The stem on the back wall of the cab is the handbrake operating shaft, a handwheel on the inside back cab wall. Note on the photos at Woodford the missing two engine compartment covers from each side. Unfortunately I have no photos of the Drivers side (normally the right in Queensland) on that side the main feature is the two large 12 volt batteries on the running board.

I would like to thank Bob Gough who supplied most of the photos and ANGRMS for preserving such railway items for us modellers.

*Top. Fireman's side of BJ220
Bob Gough photo*

*Left. Rear View BJ220
Bob Gough photo*

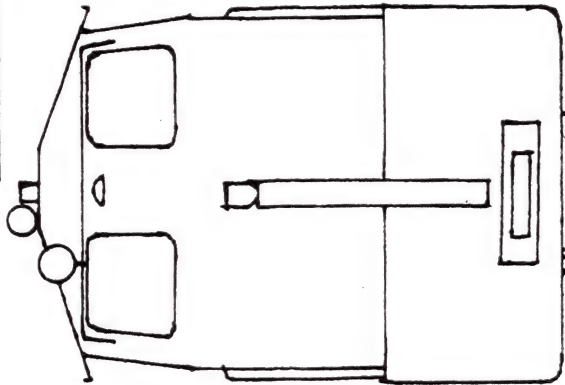
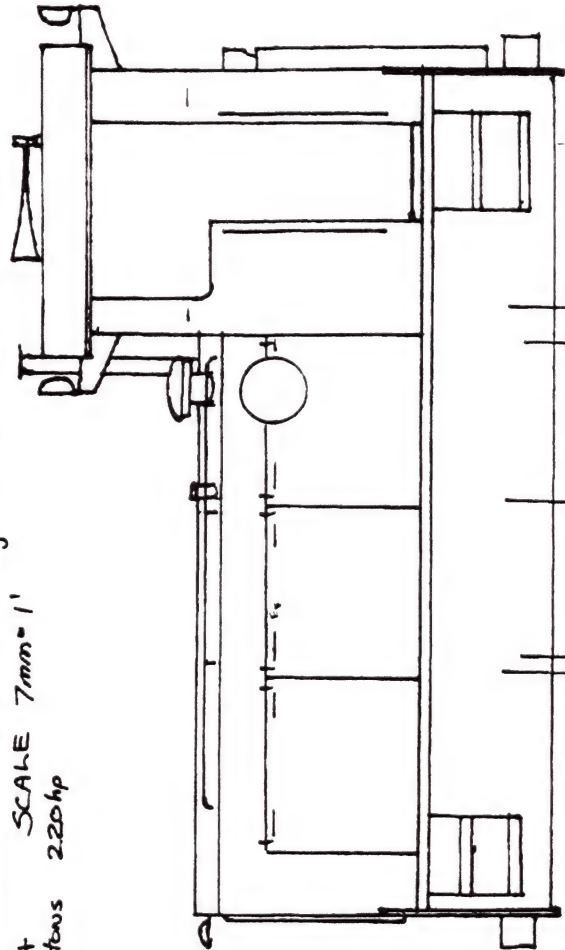
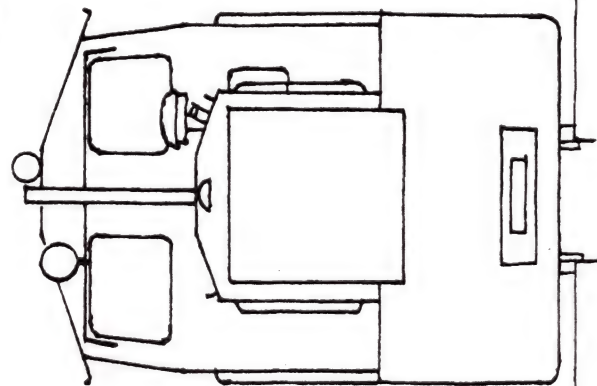
ERRATA

In the article in AMRA Members File entitled BASIC ELECTRONIC CONTROLLER'S, appended to 'Journal' No 228 (December 1995), material on which the illustrations were based was incorrectly attributed to 'Railroad Modeller'. The source article, in fact, appeared in 'Model Railroader'. The error resulted from oversights by the NSW Branch contributor who collated the material of the late RG Wardrop, in the course of which certain diagrams specifically redrawn for the MEMBERS FILE item in 'Journal' were not substituted for originals in the late Bob Wardrop's notes. In view of the fact that owing to its length, the article was spread over two issues of 'Journal', it is now hereby acknowledged that 'Model Railroader' is the source for some material which appeared in 'Journal' issued numbered 228 and 229, forming part of this article.

Other aspects related to this article are discussed in this issue (No 230) in 'Pop Valve'.

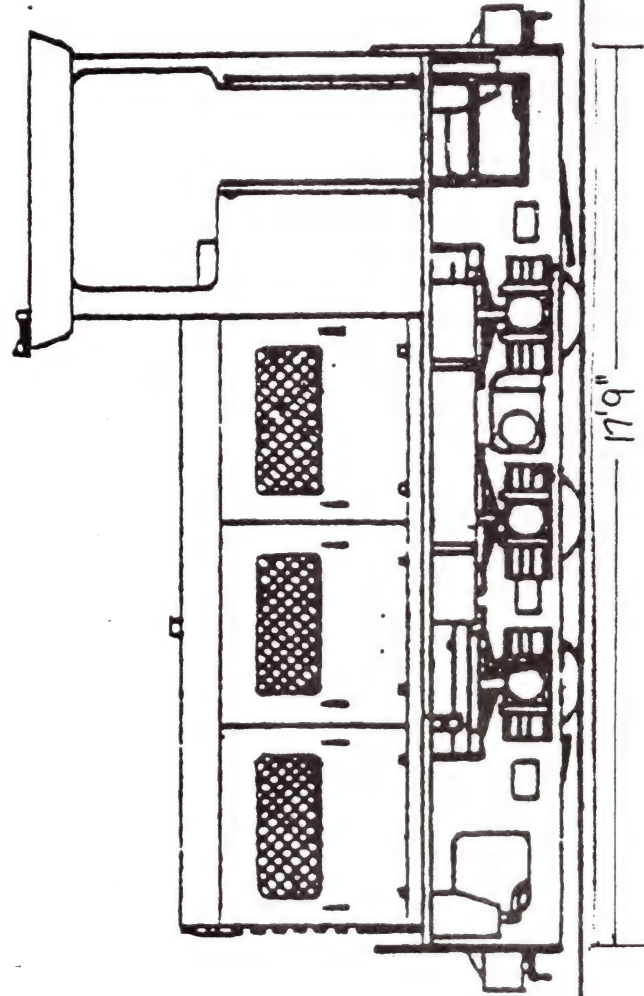
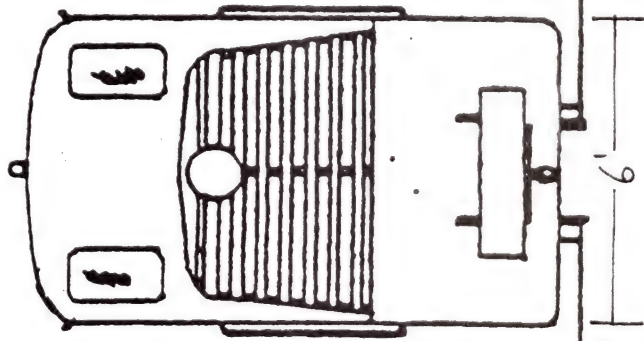
S. Malow

BUNDABERG-JENBACH BS220 ANGRIMS WOODFORD 12-95
13/1954 SCALE 7mm=1"
20tons 220hp



AB. 16'1" A+B
Underframe details as below

7'3"
A. - Appax Axle Centres
B. - Bachmann Plymouth
Switcher Axle Centres.



17'9"

Lower Drawing by
K. McDonald.
Bundaberg-Jenbach
BS100 1953
15 Tons
Wheel DIA 28"
100hp

Decal Talk

by Ron Welsh

I write this article in the hope of creating a forum and promoting discussion on methods of producing decals in the home environment. Let me tell you my experiences with decal production; at the time of this writing I am in the pursuit of improved methods.

Some seven months ago my youngest son, Daniel, decided that he would like to have his own private rail line. I said "OK, lets give it a go". He decided on the name "Little Valley Rail". The colour scheme he chose was that of Illinois Central - he liked the colours. I had a couple of old second hand locomotives on which to experiment - an F7 and a U33b (both Athearn). These were duly painted in the white and orange colour scheme. The easy part was over. The hard part was to produce decals!

From the computer, he chose Times Roman lettering, 16pt, colour to be blue, and a flag from Windings, colour to be red. "Little Valley Rail". Looks a little familiar and similar to another line. I can assure you he had no knowledge of Lehigh Valley! Blank decal sheets were obtained and the appropriate artwork prepared on the computer. Now came the hard part. How was I to print onto the decal sheets? The only colour printer available to me had a paper drive and its quality had much to be desired. I approached a couple of print shops with negative results. I then found out that at work we had a photocopier capable of printing either black or red.

Back to the son. Could we substitute black for blue? This was finally agreed; however I now had used one of the decal sheets for experimenting with dry transfers and then fixing with Glosscote. There seemed to be a general shortage of blank decal sheets. Then in December the drought broke and we were ready to go to print. The text in black was printed on one sheet and the flags in red printed on another. The lettering appeared to have adhered to the decal sheet A-OK!

Ha Ha! When the decals hit the water the print tended to come away! This was then corrected by applying a coat of Glosscote. When the decals were applied to the locomotives the next error was detected. We should have used bold print to enable the decals to stand out more. I have tried to print direct from a HP inkjet colour printer; however the coloured print does not hold. I intend to use this printer to print onto a colour paper master and then see if I can gain access a colour copier to transfer to the decal sheet. I want to know if there is an affordable colour printer capable of printing onto blank decal sheets. You see, I now have the bug and having our own private rail line has become quite appealing. Little Valley Rail now consists of three box cars, three coal hoppers, one maintenance of way car, two cabooses and two locomotives. A new GP50 is now in paint, waiting on second generation decals and hopefully, your help....

Hobby Training

by 1551

Cultures in modern Society dictate that Training and Qualifications are key elements in our everyday lives and employment. However we seem to have lost the ART of one-to-one instructions, once so common in society. We expect people, who have had training and higher education than we did, to automatically have the skills to do everyday tasks. In the hurly-burly busy lives we now live in modern society, we no longer have time to sit down with someone and teach simple skills in a hands on, one-to-one method. We were told many years ago, we'd have more leisure time and less working hours with computers and technology improvements - how wrong they were!

In the meantime, we see in our Industrial workplaces, an increase in numbers of accidents and deaths, even though most of our manufacturing industries have gone off-shore. In my industry, over the past 10 years, safety problems continue to increase, despite the fact that 60% of the work is now done by contractors, whose safety record is not counted.

During a run of fatal injuries recently, my industry was a bit worried. The General Manager stated "ANYONE FOUND KILLING THEMSELVES WILL BE SACKED", or words to that effect. This statement was later withdrawn.

Everyone blamed each other for the incidents. Of course it was easy to blame the bloke who was dead. No one could work it out. New employees have a higher standard of education; time spent at TAFE, Industry Training Centres was greater than ever before. There were so many safety programmes, everyone was sick of them. There are even TV ads about preventing new employees getting chopped up on their first day.

One thing different is the lack of one-to-one, on the Job Training. Management reckons, just send people on courses, then they know everything. This 'On the Job' training was just too slow, too costly! Besides we've just made the old hands, who were too slow, redundant, and given them good golden handshakes for early retirement.

Management wants a perfect workforce, full of young, vital employees (like themselves), but why so many problems? An easy way would be to contract all the work to someone else - who cares if they kill themselves? It's not on our records!

Our Hobby has a lot to learn from the problems of Modern Society. We see a 'Greed is Good' mentality looking for a perfect world. However so much is lost in the process. Skills are not passed on - too boring, too costly, why should I teach people MY knowledge? Let them find out the hard way. People are not encouraged to accept and help those not as perfect as themselves.

That new young member who models

the wrong scale, wrong prototype and runs his trains too fast - Ignore him - hopefully he'll go away.

That old member who is slow, boring, smelly, and models something weird - Get rid of him pay him out - we only want vital people who model things like us.

We want people who can assemble kits quickly - not slow scratchbuilders. The Hobby will not last if it follows these Management trends.

Of course new Management has seen the light. Training courses are being disbanded, or rearranged to include on the job training. Everyone knows adults learn best 'doing things' not in classroom situations. Old dictatorial management structures are going, allowing groups to train each other and work in a self directed manner.

My message is - feel free to include another new chum, when you are busy at the working bee - of course my job is a one man job - it would take too long with someone helping - boring as well. However, we lose the opportunity to show another the art of cable stripping, soldering, track-laying - whatever.

That young member we ignore - may be a good Branch President or Journal Editor in years to come.

That older member, who may not be as perfect as you, may give you enough knowledge in five minutes, which would take years to gather by yourself.

Important Notice

No contribution intended by its author to be published in 'Journal' under an assumed name or any other form of pseudonym or nom-de-plume will be accepted unless the true identity (with Membership Number) is made known to the Editor, with satisfactory assurances that copyright in the material vests in the contributor. Such information, naturally, will remain confidential.

Because of the legal implications of the foregoing, it is ESSENTIAL that all HANDWRITTEN (1 copy please) and TYPED (2 copies please) contributions to 'Journal' be sent to:

The Editor
AMRA Journal
1 / 44 Bourke Street
Mentone Vic 3194

Material on disk should continue to be sent to:

The Managing Editor
AMRA Journal
P.O. Box 2192
Clovelly West NSW 2031

In addition, a 'hard copy' (printout) of the material on the disk should be sent to THE EDITOR at the address set out above. This procedure will expedite and simplify the production of 'Journal'.

Have You Seen.....

by Ted Thoday

..... "Railway Modeller": January. A photographic tour of Grassington and Threshfield the 7mm scale Railway of the Month. Plan of the Month uses British Military Railways as its theme. Modelling wagons to carry military vehicles, includes a Rectank from a Ratio bogie bolster kit. Re-motoring the Lima 'Warship'. A SR Class 24 modelled in N scale. Watlington, a GWR branch terminus in Oxfordshire. Scale drawings of BR Class 83/AL3 Bo-Bo. Beaminster is a Dorset style country station modelled in OO. Building a GWR coaling stage in 4mm scale. Weathering freight stock. The railway that lives in the roof [a is lowered to ground level for use]. a cheapie OOn3 railcar. An elderly modeller describes his layout. Student Modeller describes Bridgend, a fictitious layout in OO. Latest Reviews looks at Bachmann A4 No. 60009 model; etched n scale catwalks for Peco tank wagons; Ratio Plastic Models 4mm scale MR signal box kit; Tiphook ferry wagon from Roco; Industrial diesel for 0-16.5 from Nonneminstre Models; Backwoods Miniatures kit for Manning Wardle 0-6-2T in 4mm scale. Versatile masking medium and novel abrasives; Gaugemasters 'D' luxe controller; Chowbent Castings 7mm scale kits for LNWR coaches, Fowler 2-6-2T, Stanier Mogul and standard compound 4-4-0; Industrial 0-4-0+0-4-0 Garratt for 7mm scale from The Model Company. Newsdesk gives advanced information on new products for 1996.

..... "Railway Modeller": February. Railway of the Month is Childs Ercal, a period LNWR/NSR layout based on a Staffordshire village. Modelling West Bay station in 7mm scale. Chelthwaite and Beccadale an 009 system set in the North West of England. Constructing a BR EV Flatrol from two ex-Triang bogie vehicles. Further information, and prototype photograph, as followup to military modelling article in previous issue. Scale Drawings of NER Class C/C1 0-6-0. Improving an RTR N scale 'Crompton'. Uplyme is a 3mm scale Dorset based layout. Building Hollymount Farm, an agricultural scene in 4mm scale. Plan of the Month is Newchapel Junction, a modular 0 gauge layout. Track circuits made simple, train detection for modellers. Student Modeller describes Canford, a diorama in 4m scale. Latest Reviews looks at new loco liveries from Hornby; Taylor Plastic Models Class 117 kit and drain covers in 4mm scale; more scenic accessories from Ratio; Prieser OO/HO police; Iron Mink and RCH 8-plank wagon kits in N scale; USATC 0-6-0T from South Eastern Finecast; blackened 4mm scale wheels; BR bogie kits in 4mm scale; LNER A4 4-6-2 kit in 7mm scale from Martin Finney; Slater's Plasticard BR 12 ton van in gauge 1; interlocked control from Signal Box Systems [needs IBM compatible PC with Windows]; Latest Townstreet civil engineering kits in 4mm scale; new PO wagons from

Hornby; Ravenscale riveter; 4mm scale dry stone walling; hand-painted figures in 4mm scale; scattergrip adhesive.

..... "Model Railway Journal": No. 84. Small Suppliers Forum looks at Comet Models chassis kit for Bachmann LMS Ivatt 2-6-2T; Howard Scenics price reductions; ShireLane Crafts 2mm scale model of Breakspere Cottage; Impetus Models 7m,m scale kit for Manning Wardle K-type 0-6-0; London Road Models 7mm scale kit for LNWR Precursor 4-4-2T. Dyna-drive system reviewed and fitted to Lima 4mm scale Class 37, followed by an upgrading of the locos body shell. LMS Wagon Miscellany looks at cattle wagons and techniques for assembling whitmetal kits with low-melt solder, includes details of an appropriate soldering jig. Review of The Model Company's municipal machinery kits in 7mm scale, road roller, tar boiler, mower. Pulborough revisited, the Mid-Sussex 18.83 groups 4mm layout [our wandering scribe, having seen this layout in the flesh just recently, positively drooled over this article. Ed.]. Woodham Wagon Works 4mm scale kit for a dumb-buffered PO lime wagon reviewed. Layout Design looks at Pontrilas. Portfolio looks at a 7mm scale model of BR Standard Class 2 2-6-0 constructed from a DJH kit./ Parkside Dundas 7mm scale kits for GWR Dia. 024 open goods wagon and Dia. V33 covered goods wagon constructed and reviewed. Techniques for getting rid of muck when kit-building. A safe working cradle described the Branch used to sell a similar item some years ago. Ed.]

..... "British Railway Journal": No. 55. Eastleigh Works, the site and construction described, large interior photographs of works in operation. A visit to Shelton. More from the diaries of V.R. Webster. The Cairnryan Military Railway, part 3. Motor trains to Wickwar.

..... "Great Western Railway Journal": No. 17. Detailed article on postwar Tavistock. Kidderminster museum. 'Queen' class 2-2-2s, drawings, photographs and prototype information. The 70' "South Wales" coaches of 1923-1926, drawings photographs and prototype information. Drawings of Hay Mill Signal Box. Part 3 of Birmingham Hockley goods station. Detail photographs of No. 4555, 2-6-2T. This issue includes a centre pull-out Wild Swan catalogue.

..... "British Railways Illustrated": December. A railwayman's impressions of Shap. Fourum looks at towers and chimneys as backgrounds to railways. Station survey of Peterborough North. GWR 1361 class 0-6-0ST. War Report somewhere on the Southern. A pictorial look at some Scottish sheds, with extended captions. A detailed look at the Presflo wagons. A Winter's Tale.

..... "Modelling Railways Illustrated": November. Appendix gives details of Electromail's new catalogue; Red Panda Railway Models ordering address; Helms-

man Electronics Ltd., range of constant lighting units, controllers and 'powerbox' point control and signalling system [a linear, non-pulse controller suitable for all types of motor, and includes a unique overload prevention circuit, controllers and point/signal systems have RS232 ports to allow connection to your PC]. Stores Inwards looks at Gladiator Models 7mm scale kits for LMS rebuilt Royal Scot 4-6-0, SECR 'D' Class 4-4-0, GCR Class 8H/LNER S1/0-8-4T; D&F Models 4mm scale Lima model of Class 37 Co-Co limited edition in Coal Sector livery; The Wagon and Carriage Works LNER/BR Class J69 kit in Gauge 1, with mention of a number of other kits in their range; Signal Box Systems layout design and operation software; Smokey Loco Models 4mm scale LBSCR carriage kits. Critique looks at Parkside Dundas 7mm scale kit for GWR 12ton Cover Goods Van to Dia. V33. The final part of Mick Nicholson's level crossing project articles, a double crossing on the level. Profile on BREL Type 5 Class 58, prototype information and photographs. Kirby Malham, a 4mm scale EM gauge layout based on the Midland Railway. Sound effects used on Wesport layout. Layout Design looks at a 'freelance' light railway based on prototype practice. Modelling Moment offers a gasworks wagon tippler and associated buildings and a yard crane as modelling possibilities. Depot lists, in diagram form, Caledonian Railway semaphore loco headcodes and a book 'The Tramways and Railways of Holywell'. Reproducing LNER coach liveries on the model. A modeller having considerable difficulty with paint lifting after masking for spray painting seeks advice [Editorial note indicates some advice will be in the next issue]. Using the correct screws for various modeling materials, tabulations give drill/hole sizes, additional tabulations give conversions Imperial/metric/number/letter drill sizes. Letters to the Editor contain additional information on the LMS Inspection Saloons and USATC 0-6-0T articles in previous issues.

..... "Modelling Railways Illustrated": December. Stores Inwards looks at revised production and supply of Sharman Wheels; Branchlines MR 4mm coach sides to be available in 2mm, expression of interest requested; TT International, change of British distribution; latest kit releases from London Road Models; Backwoods Models kits for Beyer Peacock 0-4-0+0-4-0 Vivian class of Garratt and RS&H 0-4-0 crane tank now available in both 4mm and 7mm scales; Mailcoach Models conversion kits for LNER Group standard tenders in 4mm scale; Stevenson Carriages LYR dynamometer car kit in 4mm scale; Pendon Museum/Shirelane Crafts Breakspere Cottage in 2mm scale; Markits Model Railway Products 4mm scale SR loco wheels; Bachmann A4 4-6-2 in 4mm scale. Critique on D&S 4mm scale kit for Kelvedon and Tollesbury coach [Nos.60461/2], ex-Wisbech Tramway. Using the 'modular' construction of RTR locomotives to advantage when making conversions. Profile on MR/LMS 2P 4-4-0 followed by the first part of a series on building one from JM Model

Products 7mm scale kit. Hints and tips on masking models for painting. Church Granby is an 'OO' gauge exhibition layout. Layout Design presents Southcott, a light railway terminus. Appleby Model Engineering's FNA wagon kit constructed, it is available in both 4mm and 7mm scales. Plans and photographs of West Moors [LSWR] Station Armoured Concrete footbridge. LSWR loco headcodes. More on drill types and uses

..... "Steam Railway": November. Seventeen pages of steam railway news from Britain and around the world. Mailbag airs a couple of controversial matters. Two people, one male, who took part in KWVRs 'footplate experience' course and one female, who had a similar day on the ELRs 'Adventure in Steam' described their experiences. After 28 years express steam traction returned to Shap Fell, logs of LNER A4 No. 60007 and BR Class 8P No. 71000 [next month the LMS 'Duchess']. Saga of BR privatisation, exorbitant increases in charges to steam railways mainline operators and how they have affected tour programmes. The ESR, an update. Words and pictures take the reader through a boiler washout.

..... "Steam Railway": December. Twelve pages of steam railways news. The 'Galatea' preservation story continues, news of a limited edition 'OO' model to help with funding. Words and pictures article on footplate cooking!!! The second part of the Shap Fell articles, the 'Duchess' and the overall verdict. Will BR allow owner drivers to drive their locos on the mainline? Terence Cuneo, railway artist, visited. Christmas Reviews looks at a host of books, calendars and videos, etc.. BR overcharging saga continues, they appoint a manager to investigate the allegations.

Construction of the new A1 'Tornado', latest progress report.

..... "Steam Days": November. Medway Miscellany recalls the variety of motive power seen in the Medway towns in the '50s. Steam Days at Cambridge, words and pictures article on the railways in and around Cambridge [brought back many happy childhood memories to your reviewer who 'trainspotted' at several of the photographed locations]. Words and pictures article on the Didcot, Newbury and Southampton Railway. A visit to GNoSR Inverurie works recalled. The eight-coupled tanks of the LNWR. Lengthy article on the 89C sheds of the Cambrian Coast.

..... "Steam Days": December. Widnes and Warrington in the 1960s. Special traffic requirements, seed potatoes. Newton Abbott in its heyday. Bob Wyatt recalls some of his footplate experiences. LT&SR sheds described. The Gresley J59 0-6-0Ts.

..... "Railway World": December. Preservation World gives the latest news on preserved steam, and Modern Traction does a similar job for diesel and electric traction. 91007 - and all that is worth a read for a view on the absolute 'cock-up' of privatisation of Britain's railways and the channel tunnel 'service???' Main Line Steam is a bit short on topics due to the effects of massive increases in charges to the operators by the privatised railways, but there are some other positive items. An update on narrow gauge matters, much better news than the previous articles. A preview of the 1995 Ian Allan National Railway Heritage Awards. News on the latest BR events and plans, includes news of huge fare increases to reduce demand!!!! Report on the 1995 West Highland steam operation. Politicians have their say on pri-

vatisation [did I hear someone suggest they're going to do it here??? Ugh!!]. Steam railway in Eastern Germany in 1995. Photonews has some beautiful, evocative shots in both colour and black and white. Foxcote Manor Society plays host to some former railwaymen who drove and fired her in days gone by. Introduction to the Launceston Steam Railway. The Kylchap fitted V2s. Maintaining a steam loco support carriage to main line standards. An update on 3 preserved railways. News from the industrial scene. Small World looks at miniature live steam.

..... "Steam World": December. Four pages of large colour photographs of Swindon Works in its final days. Paul Tilley displays some of his favourite railwayana. Fort William described in words and pictures. Alternative routes to Brighton. Derailed at Didcot, part 2. Darkroom Discoveries, three photographs of trains in snow scenes. Aerial photograph of Perth in 1954. Attention to detail, or winning staff confidence. Frothy - part 4. More entries in the Carriage Register. A spotter describes a long trek in the border counties.

..... "Steam Classic": November. A photographic/extended caption look at locos with large wheels. Traffic Notes looks at a number of steam events. Restoration Update, work starts on 'Holland America Line', plus news on several other projects. Part 2 of the North British Locomotive Co., story. Gresley's 4-4-4Ts and A8 4-6-2Ts described. GWR 0-6-2Ts in the Welsh Valleys. Classic Image is a two page colour photograph of LNER B12/3 No. 8572. Steam Abroad goes to Switzerland. A loco fireman describes a day firing on the Calder Valley route.

News from Europe

by Geoff Brown

Extracts from TODAY'S RAILWAYS Issue no.9.

European Night Services (ENS), the branch of European Passenger Services responsible for developing overnight services through the Channel Tunnel, has announced that night trains will start operation from July 1996 and will be as follows:-

July 1996 - West Of England and South Wales to Paris, with one seven car set serving Swansea, Cardiff, Newport, Bristol, Bath Spa, Swindon, Didcot Parkway and Reading while the other portion of the train will call at Plymouth, Newton Abbott, Exeter, Salisbury, Basingstoke and Woking.

September 1996 - Glasgow and Manchester to Paris, The Glasgow portion will call at Carlisle, Lancaster, and Preston while the Manchester portion will serve Stockport, Crewe, Stafford, Wolverhampton, Birmingham New Street, Birmingham International and Coventry.

November 1996 - London to Amsterdam. This service will call at Ashford International then run to Roosendaal, Rotterdam, Den Haag and Amsterdam.

January 1997 - London to Dortmund and Frankfurt. This service will call at

Ashford with one portion running to Bonn, Koblenz, Mainz and Frankfurt.

Eurostar to EuroDisney - Tentative plans have been drawn up for a regular service from London Waterloo to the Paris Disneyland leisure park starting in summer 1996. The gates of the park are situated only metres from the exit to Marne-la-Vallée-Chessy station on the Junction high-speed line which branches off the Channel Tunnel-Paris Nord Europe line and skirts the east of Paris.

In the European Passenger Services first annual report, future Eurostar services operating North of London (NoL) are to be now classed as Regional Eurostar trains. Other information contained in the report includes the startling figures that 208,000 passengers travelled by Eurostar between London and Paris in May 1995 compared with 322,000 travelling by plane in May 1994, meaning that Eurostar has captured or generated the equivalent of 65% of the London-Paris market within 6 months of launch.

Eurotunnel started to carry bicycles on its Le Shuttle service through the Channel Tunnel on 10th August, 1995. The service operates between Folkestone and Calais. A service for motorbikes was launched on 31st August.

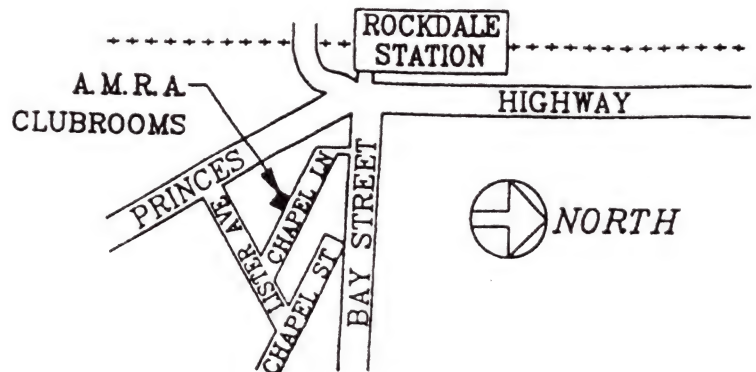
Eurostar Name - SNCF Appeals. SNCF has decided to appeal against the French court decision that the name Eurostar was copied from a Paris parcels delivery company. In the meantime, SNCF is forbidden from using the Eurostar name in advertising; a severe blow during what is still a "start-up" period.

Trainferry Service to Cease - The remaining freight services which use the Dover-Dunkerque trainferry are to be transferred to the Channel Tunnel by the end of 1995. This follows an announcement by SNCF, who operate the ferry, that the service will be withdrawn on or around 22nd December as part of the SNCF Fret and RfD policy of moving high capacity wagon traffic through the tunnel.

Germany-Italy Roadrailer - Bayrische Trailerzug Gesellschaft started a bi-modal freight service with the Road-Railer system between München and Verona during the summer, initially with two trains per week in each direction.

Europe into Asia - On 24th July, French and German rail traction giants GEC-Alsthom and Siemens signed a co-operation agreement concerning developing a high-speed train for the Asian market. The two builders are to remain in competition for the European and American markets. (more next issue)

STATE NEWS



ANNOUNCING THE 1996 AMRA NSW OPEN MODELING COMPETITION in conjunction with THE 34TH SYDNEY MODEL RAILWAY EXHIBITION

Saturday 5th October 1996
OPEN and RESTRICTED Divisions

Six categories covering Locomotives, Rolling Stock and Structures, plus a Secondary School Student's Award

Contact the NSW Branch for an information leaflet.

Committee Of Management

1996/97

President: Alan Tonks
Vice President: Ian Macleod
Secretary: David Bennett
Treasurer: Jack Parker
Exhibition Manager: Ross Moar
Committee Persons: Barry Green, Fred Stell
Auctioneer: Phil Kelly
Librarian: Robert Poole
Asst Librarians: Arthur Harris, Fred Stell
Publicity Officer/PR: Glenn Percival, Kevan Morgan, Shaun Huckstepp, Mark Pearce
Asst Exhibition Managers: Ralph Wambeck, John Zubrickas
Exhibition Roster Clerks: Barry Green, Ralph Wambeck

Branch Diary

SATURDAY 3RD FEBRUARY - ANNUAL GENERAL MEETING: As may be seen from the above, there are a few new faces among the stalwarts for the coming year. Congratulations to all those elected/appointed. The infusion of new blood into the COM seemed indicative of the mood of the meeting, where the author felt there was a healthy exchange of ideas. As described in the Programme Notes, a motion was very quickly passed to hold our 40th

Anniversary Dinner in October, in place of the usual August dinner. There was also general discussion covering overdue building maintenance (e.g. painting) and future options for expansion - build or move?

Whilst it appeared to be overlooked in error on the day, sincere thanks and appreciation is due to our outgoing President, Phil Kelly. Phil's last six years as President contributes to over 25 years' service to both AMRA and the NSW Branch in a number of COM roles. Whilst Phil has also retired as a Duty Officer, he remains our only choice as Auctioneer (it was put to the author that you could even give up your day job Phil!). Thank you Phil.

Apologies for not getting the President's Report 1995/96 into this issue. It should appear next time round. -GP

AMRA Membership
as at Feb. 1996 (1995)
NSW: 271 (284)
Aust: 1049 (1053)

Layout News

THE TWO ORIGINAL sections of HO layout, Read and Dunn, are set for rebuilds. At the time of writing, a drafted proposal for Read is undergoing further refinement and a scale sketch of Dunn is already on display for comment. The updating of Read should occur first, the new terminus being built on 5 of the same aluminium modules as for the new exhibition layout (1800 x 600mm), replacing the old terminus in one complete cutover. If you use the HO layout, please take the time to have a look at the designs and provide constructive feedback to the layout committee or COM.

THE O GAUGE fraternity will see a return to scheduled running over the next few months, as a card system is trialled at their request. A card system of rostered runs, unsequenced, has been initially chosen as the best way of coping with the variables present in the usual operation of the layout - different people arriving (or not) at different times with different equipment each session. If you haven't ventured up-

stairs before, or for a long time - and there are many - have a look at another of your assets, one of the largest O gauge club layouts in Australia.

THIS YEAR'S GUESSING Competition layout for the Exhibition will again be an N gauge portable design. Designs are being called for to suit a 2m x 1m base-board (supplied), to be submitted by the end of April. The successful design will win for its creator a selection of AMRA souvenirs including clubwear.

THE CURRENT "JUNIORS" HO layout is to be refurbished as a "U-drive" layout for use at the Exhibition. Work to be done includes moving the controllers to allow operation from the outside, basic scenery and side curtaining.

NOMINATIONS ARE SOUGHT for two positions of Coordinator for the layout projects above. Please contact the COM as soon as possible to lend a hand.

Exhibition News

HERE'S YOUR CHANCE to be famous! We are again this year looking for a feature photo for publicity and the Exhibition Guide cover. The subject should be a model rather than prototype, the shot evenly lit so that it prints up OK, and be an original work, colour or B&W. Credit will be given for the use thereof. If you would like to submit any shots, please contact Glenn Percival or any COM member before the end of June.

IT MAY SEEM like a long way off, but the COM would like all members to start seriously considering their availability over the October long weekend for our exhibition - THE 34TH SYDNEY MODEL RAILWAY EXHIBITION - which, lest one needs reminding, is Australia's Oldest and Largest. Despite changes in lifestyle and the increase in leisure activities competing for attention in 34 years, the Exhibition remains something of which we all can and should be proud. It will again be held at the Whitlam Leisure Centre, Liverpool. Applications to Exhibit will be coming in over the life of this issue of "Journal", but initial inquiries point to some interesting

new participants.

A NEW SPONSORED award will be presented this year, The "Simply Glues" Award for Best Scenery. This award is sponsored by Mr Ian Conway-Powles of (funnily enough) Simply Glues and brings to 12 the total number of awards at the Saturday night presentation (7 from AMRA, 5 from other individuals/organisations).

HELP WILL BE required to build & ready two layouts for the Exhibition. The current "juniors" HO layout will be readied as a U-drive, and an N gauge guessing competition layout needs to be designed & built. See Layout News above.

Duty Officers Required

Due to a relative shortage of available Officers on Friday nights, one or two more would be most welcome. If you are available on Fridays in particular and can assist, please contact the COM. All Duty Officers receive an information brief, roster & badge, have the backing of COM and are usually only required to act once every 8-10 weeks. Thanks & welcome (back) to the following: David Bennett, Danny Elliott, Barry Green, Shaun Huckstepp, Ian Macleod, Ross Moar, Glenn Percival, Bob Poole, Graham Saint, Alan Tonks, Brian Tyson, John Zubrickas.

AMRA NSW Clubwear

If there are any members who are considering the purchase of shirts or jackets (new or replacement!) - now is a good time to order! Shirts may now be ordered with a preference for either the existing beige or a smart grey/white fleck. Ask Andrew Lebsanft to model one for you - welcome back Andrew! Replacement order forms should be available from the Clubrooms and Federal Registrar (in new members' mailout) by the time you read this.

Library News

Please note that Library fees are now due. Details are as follows:

Any usage of the Library, whether it be at the clubrooms or for borrowing, costs members \$2 each for the year between Branch AGMs (February to February). All Library memberships fall due at AGM time. Not all books are available to be borrowed (taken outside the clubrooms), in particular several irreplaceable works have disappeared over the years and all works are being reassessed as to whether they may leave the premises. In short, "red spot" books are reference works only whilst "green spot" books may be borrowed out.

Members' Discounts

The establishments listed below have indicated they will favour A.M.R.A. members as detailed. To obtain the consideration listed, members MUST show a CURRENT membership card (establishments know what to look for), and be at least a little discreet. In the words of one retailer, "When we have offered extra discounts we have been embarrassed with the situation of such a member announcing that he should get a discount on \$2 worth of track pins. Other customers then cannot com-

prehend why such a clown gets 10% when the twenty or thirty dollar purchase they are making doesn't seem to qualify."

CASULA HOBBIES, LIVERPOOL now offer 10% off.

HOBBYCO, CITY will offer 10% off across the store, except markdowns and specials.

PUNCHBOWL HOBBY CENTRE, BANKSTOWN will offer 10% off, except consigned goods.

SYDNEY HOBBIES, DRUMMOYNE will offer 10% off models only, cash or cheque customers. A larger discount may be available for bulk (Club) orders.

THE MODEL RAILWAY CENTRE, GYMEA will offer 10% off, except on consigned goods.

TOYMAN IMPORTS/YENNORA HOBBIES, YENNORA will offer further savings on their regular prices wherever possible.

VAGGS HOBBIES, MIRANDA will give 10% off.

CRONULLA STEEL FABRICATORS, 6/141 Taren Point Rd CARINGBAH, will give favourable consideration to members. This firm was involved in shoring up the frame that the "Hawkesbury" layout travelled in.

More establishments will appear as confirmed, and this list also appears on the "A.M.R.A. N.S.W. Shop" noticeboard in the foyer.

The AMRA NSW Shop

CLUB SHIRTS

Adult sizes 16-26 \$26.00 ea.

Postage (if desired) \$ 2.00 ea.

Personalised embroidered BONDS

"The Penguin Shirt" polyester/cotton pocketed shirts. "Natural" (beige) or grey/white fleck in colour, with AMRA logo on non-pocket side & your name above pocket.

CLUB JACKETS

Adult sizes 14-26 \$38.00 ea.

Child sizes 6-16 \$30.00 ea.

Postage (if desired) \$ 5.00 ea.

"KAY'S Custom Sportswear" OR "BONDS" premium jersey fleece zip jacket, embroidered + and personalised as above. Dark brown in colour.

Orders placed for July may be delayed. ORDERS USUALLY PROCESSED late January & July for Clubwear.

CLUB VIDEOS

A.M.R.A. in '92 \$18.00 ea.

AMRA '91 \$15.00 ea.

BOTH together \$24.00 ea.

A.M.R.A. in '92 appended to your AMRA '91 \$ 8.00 ea.

Postage (if desired) \$ 4.00 ea.

CALL IN, CALL OR WRITE for order forms for any of the above!

SOUVENIR "SYDNEY MODEL RAILWAY EXHIBITION" MUGS

Limited Edition! \$ 7.00 ea.

GAUGES TO AMRA STANDARDS

Limited Stocks!

HO GAUGE

Wheel/Track Code 100 \$ 3.40 ea.

Code 70 \$ 3.40 ea.

Check gauge \$ 6.80 ea.

N GAUGE

Wheel gauge \$ 3.40 ea.

Track gauge Code 80 \$ 3.40 ea.

Code 55 \$ 3.40 ea.

M.E.K. MODELLING CEMENT

125ml bottle \$10.00 ea.

SELLEYS "AQUADHERE"

one litre bottle \$ 5.00 ea.

ALUMINIUM DIECAST G-CLAMPS

\$ 1.50 ea. two inch (51mm), with plastic foot & handle

C&K BRAND QUALITY SWITCHES

#7201 DPDT \$ 3.50 ea.

#7203 DPDT centre-off \$ 3.50 ea.

#7105 DPDT centre-off \$ 4.00 ea. momentary action (for your hand throttles!)

LIGHT EMITTING DIODES (LEDs)

1.5mm red \$ 0.75 ea.

DIODE BRIDGES LIMITED STOCK!

6A - PIV 100V \$ 4.50 ea.

plastic encapsulation with centre mounting hole

SMALL ALLIGATOR CLIPS

packet of 10 \$ 1.00 pkt

AMRA CAR WINDOW DECALS \$ 0.50

ea. affix to inside of back window

STYRENE SHEETS (set of 5)

60,40,20,20,10 thou. \$10.00 ea.

CORK BALLAST STRIPS

1/8" (for HO gauge) 1m x 4cm \$ 0.60 ea.

1/16" (for N gauge) 1m x 2cm \$ 0.20 ea.

SAMPLES ONLY IN STOCK:

Genuine Pelton Australian scale coal

150g bag \$ 8.00 ea.

Prototype 160mm max. In O, HO & N scale.

Club Programme Notes

IT IS NEVER too late for programme suggestions so if you have any, please jot them down and send them to the Committee.

NOT LISTED IN the Programme proper (awaiting confirmation) but imminent on a Friday evening, is our regular interaction with Hills Model Railway Society, (so far) the only NSW reciprocal organisation member. Keep an eye on the Programmes at the Club or call for more details.

THE JOINT MEETING with Macarthur District MRC is also awaiting confirmation based on progress at their Menangle Station premises, and so may take place at Rockdale this time round. Once again, check with the Clubrooms for the latest information. If we are going to Menangle, it seems obvious to go by train (Endeavour) right to their door.

ADVANCE NOTICE - THE August Annual Dinner will this year be replaced with the AMRA NSW 40th ANNIVERSARY DINNER, tentatively at Rockdale RSL Club, on Saturday 26th October. Expect a big night!

MEMBERS WILL NOTICE the expansion of the Programme, as a result of discussions at and since the Annual General Meeting. The main point to note is that items are now scheduled every Saturday and 2nd & 4th Friday. The 2nd Saturday is now nominally a WORK BEE, where both the layouts and the property should benefit from the attention of the wider membership, without relying on the "Wednesday Warriors". The 4th Saturday is nominally "Open Rooms", where members may use the facilities as they wish. This 4th

Saturday will also feature a "Monthly Forum", somewhere between the usual commercials and a Committee meeting, giving everyone a regular opportunity to participate in the operation of the Club in a friendly & relaxed atmosphere.

The success or otherwise of these and other initiatives is in the hands of you, the members.

Branch Programme

April

- Tue 2nd Juniors Layout Operation 10am
 Sat 6th Scenery Demonstration - Ian Conway-Powles, "Simply Glues" thence Layout Operation (General)
 Fri 12th Monthly Modelling Night Layout Operation (General)
 Sat 13th Work Bee 10am-finish
 Sat 20th Visit Sydney Live Steam Locomotive Society Darvall Park, Anthony Rd, West Ryde own transport, contact Club for assistance
 Fri 26th Slides: "Year in Review" et al - Col Gilbertson
 Sat 27th Open Rooms plus Monthly Forum

May

- Sat 4th Layouts Clinic - News & Views on all layouts
 Fri 10th Monthly Modelling Night Layout Operation (General)
 Sat 11th Work Bee 10am-finish
 Sat 18th Scenery Painting Demonstration - Val Bennett thence Layout Operation (General)
 Fri 24th Layout Operation (European)
 Sat 25th Open Rooms plus Monthly Forum

June

- Sat 1st Members' Auction (please book lots in by 2pm)
 Sat 8th Work Bee 10am-finish
 Fri 14th Monthly Modelling Night Layout Operation (General)
 Sat 15th Modelling Competition (plus Loco Drawbar Pull, to be confirmed)
 Sat 22nd Open Rooms plus Monthly Forum
 Sun 23rd Visit Illawarra Live Steamers Mt Pleasant Railway, Stuart Park, Nth Wollongong. Watch for minibus booking form at Clubrooms
 Fri 28th Audio/Visual Competition - all formats

Regular Notes

* WORK DAYS: Wednesdays from 11am; most Monday nights 7:30-10pm.

* Meeting times, unless otherwise indicated, are:

Saturdays, 2:00 to 5:30pm 2nd & 4th Fridays, 7:30 to 11:00pm.

* Facility Fee for members: \$2 (\$1 Student members), Work Days all \$1.

* On Layout Operation days PRIORITY is given to prototype indicated.

* Guests welcome at meetings unless otherwise indicated.

* Clubrooms are situated in Chapel Lane, Rockdale.

Phone (02)567-1899.

* This programme may be subject to change without notice.

Updated programmes available from the

Clubrooms.

* All correspondence on NSW Branch matters should be addressed in the first instance to: The Secretary, AMRA NSW, PO Box 194, ROCKDALE NSW 2216.

NSW N Scale Report Our Tenth Year

At the end of 1986 a plan for a new N scale layout, to be strictly NSW in prototype, was approved for the mezzanine area of the Rockdale clubrooms of AMRA and construction began soon afterwards. Well, the small group of devotees is still slogging it out, albeit slightly altered.

Some of the original team are now only occasional visitors to the layout. Former fresh-faced youth Keith Cooper (Cooper's Creek) is now married and the even fresher-faced Glenn Killham (G S Killham & Co Fertilizer siding) is married with children. The first new member to join after approval of the initial plans was Neil "Dad" Watson (Watson's Flat), who is now married without children (my siblings and I left home years ago).

Val Bennett (Bennett station and township), mother of David, soon afterward began to paint the fabulous backdrops which have established a level of artistry that the rest of us can only try to match. Then came in John Lischeld (Lischeld's Siding) whose special project was the beautiful handmade code 55 points for the branchline. Almost the week after John left, in walked Michael Zimmerman (Zimmerman's Service Station), who called himself a beginner and asked us to point him to any job. With the electronics of the turntables and the rock texturing of the Bennett area, Michael cheerfully proved he was already able to work wonders.

A much more recent addition to the ranks is Ian Macleod (I. Macleod General Goods), another self-proclaimed beginner who has enthusiastically jumped on his learning curve by constructing the first of (hopefully) many highly detailed background structures. (This same enthusiasm has of course just recently earned him the position of NSW Vice President.) Our thanks to Al Cutmore, the non-team contributor of the beautiful little scratchbuilt A5 type station building for Watson's Flat.

And Dave Bennett and I, well... we're just nine years older (and hopefully wiser). Dave is refining the technical wizardry under and around the layout, such as the plug-in walk-around colour coded controller system and organising our "priorities list" of jobs to be done. I am in the last stages of the plasterwork for the branchline area, which will soon be ready for final scenicking.

So our small group is gathering not only workers but also pace. What we show for our efforts is a massive operational layout featuring scale kilometres of track. The surrounds of the major stations of Bownen and Wallamundra will remain bare plywood until the branchline and Bennett areas have been completed. This expansive stretch from the viaduct around to the end

of the peninsula is scheduled for completion by our tenth anniversary at the end of this year (give or take only a few necessary hundred eucalypts that may not be hand-made in time!).

This will give us a plunging Blue Mountain valley crossed by a double line brick viaduct leading into Bennett, a tiny historic town with an island platform passenger station as in the 1940s before electrification. Adjacent to this scene is Watson's Flat, a turn-of-the-century pioneer branchline terminus set in the sheep/wheat belt of the state during the last summers of NSWGR steam in the 1960s.

Heading towards Sydney over a beautiful through truss bridge, we see a sweeping valley and its meandering river. We then come to the isolated passing loop of Cooper's Creek with a tiny sheep yard and race serving a picturesque old shearing shed just up the hill. This shed will be based on extensive photographs of a prototype in the Monaro region.

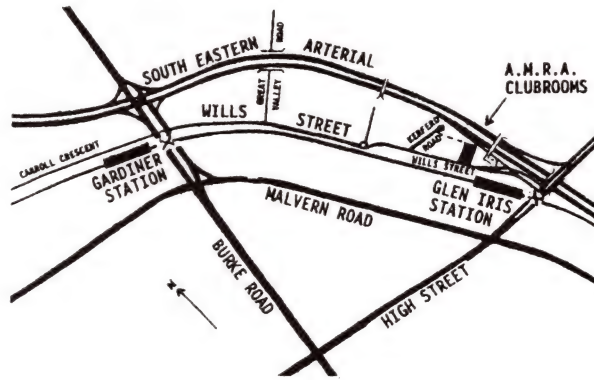
Just one important point to note — the way that Michael came to make such a valuable contribution to the layout and to our team was as a casual visitor. Dave approached him to ask if he had been shown the clubrooms. After a lengthy discussion about the N scale layout, Michael left with a membership application form, completed it, returned the next work night, and has been with us ever since! Ian had been a member for about four years, but had never been keen on coming to the clubrooms until, like Michael, his interest was fostered by being deliberately introduced to the club and the work of its members. If we had ignored these people floating through our place we would not have benefitted from the hard work and artistry that they have been able to bring to the N scale layout in particular and AMRA NSW in general. If you see someone in the clubrooms you haven't met before, introduce yourself. You may find that that person is just waiting for someone to show them what AMRA can do for them - which goes hand in hand with what they can contribute to AMRA.

So at the moment it is a great feeling to be at our Monday work nights, with everyone concentrating on their own project, knowing that it will contribute to an Australian prototype layout, with a lot of skill and effort displayed to wonderful effect. (And of course ANY prototype of rolling stock looks better on the scenery of a good layout and is welcome to run on it!)

As you read this it is all becoming a reality. Other NSW AMRA members have turned up on our Monday work nights and, perhaps interested and inspired by our work, talk to us about what we are doing, then what they are doing, then everything else AMRA... and everything else under the sun!

So please, while everyone is of course welcome on Monday nights, please be aware that by chatting about everything and nothing you may be distracting us from our work. We actually like to concentrate! And we have to, to meet our deadline of December. See you there!

Glenn Watson
N Scale Reporter



President's Piece

After a hard fight against a serious illness Owen Ely passed away on Sunday 11th February.

On a brighter note (at the time of writing 26/2) Alan Johnson was recuperating at the Monash Medical Centre following major lung surgery; he is expecting to be moved to a rehabilitation hospital within the next few days. Brian Southwell is now home after several weeks in hospital. (He has since passed away. See the obituary in this issue...Managing Editor)

Kyneton will not be displayed at the Hobson's Bay exhibition at Easter. After Camberwell, Kyneton will be placed into storage after a very successful and enjoyable stint on the exhibition scene. Our next anticipated display will be with Wills Street at Ballarat over the June long weekend.

Bob Edwards
President

Social Meeting 8 February 1996

Photo Competition for February, Preserved Diesel Locomotive, four entries received, result next issue.

Model Competition, Standard Category, result next issue.

Models/Items For Display, Private

Trevor Reeves showed some examples of Victorian Railways rolling stock he is building in HO5 1/4 scale (to run on 18.2 mm gauge) including some modified Steam Era kits. Of particular note was an almost completed VR Q class 0-6-0 in brass, most impressive. Trevor also showed some points (turnouts) he has constructed in 18.2 mm gauge from EM scale kits to compare with some in 16.5 mm gauge, showing the difference in appearance.

Graeme Nitz showed the new Proto 2000 SW9-SW1200 loco. The mechanism is now 100% better than the previous one, and at around \$99 is excellent value. (Could also be the basis for a VR Y class loco - GHB).

Ross Pearson showed some examples of the new Athearn Limited Edition offerings on locos and caboose.

Stewart Pattison, just back after two years working in Finland (no suntan) and showing some information and books he had gathered while in that part of Europe, plus additional travel information on the Coast Starlight and Empire Builder trains of the US he just happened to travel on

while working overseas. Some people have all the luck.

Models/Items For Display, Commercial Rail Transport Model-Australia, (Graeme Nitz) showed the newly arrived coalporter cars from E & C Shops. These are the steel version with 13 side panels. Several road names are available.

Please Note, AMRA Vic Branch will be participating this year at Ballarat on the Long Weekend in June (Queens Birthday). Our North American layout, Wills Street will be on display. We need enthusiastic people to help with loading, setting up, running, and bringing back. If you can help in any of these areas let us know; you will be well rewarded.

Agenda Item - Modellers'

Musings

Three Members of our Committee of Management and our Exhibition Manager were brave enough to stand up in front of the members and explain why they are involved with the hobby. Would you believe three out of the four were influenced by their parents, usually as the result of a train set (Hornby O gauge) at the age of three or four.

Bob Edwards was first and he gave a stirring account of what influenced him from an early age. His first memories were seeing the Boat Train in light blue livery parked at Flinder Street station, when on his travels from Glen Iris to Essendon, which really impressed him. Later on, being able to watch the Albury Express and Spirit of Progress (both hauled by streamlined S class) go past at Moonee Ponds, had a big influence. But most of all it was in his going to and from school daily, and being able to watch the workings of goods trains, nearly all steam hauled, on the suburban system which made him feel that one day he would want to re-create all of that himself. However it was not until after marriage, the children and their growing up that he was finally able to do something towards his dream. A lot of things have happened in the intervening years, but the interest is still as strong. To finish off his segment Bob produced a model of a VR Z class guards van in O gauge, produced at a very early age and using simple tools. The resemblance is there and the determination of a very youthful modeller is there. Keep up the good work Bob.

Neil Hambly, our Exhibition Manager was next with his reasons to justify why he has used the Great Northern Railway as the basis for a model railway. He really had no affinity with steam engines, but was more interested in diesels, probably because in his early employment as a skilled tradesman, when he worked with the maintenance of steam engines at the North Melbourne Loco Depot. A dirty work area if ever there was one (I can vouch for that - GHB). In early 1962 he was transferred to the new South Dynon Diesel Loco Depot where conditions were much better and the locos much cleaner. His work on diesels, most of which were from General Motors (EMD), made his interest in the US prototype grow. He decided to model the Great Northern, with great names like the Empire Builder and the Oriental Limited. He was interested enough to gather a collection of books on the subject and research how the railroad was built, and the terrain it ran through, in particular the Cascades, a very high snow fall area of the US, a difficult area in which to operate a railroad. As with other members in our Association, he is now an authority on his particular subject. Neil recommends that if you are really serious about your subject, you should seriously consider joining a specific Historical Society or similar, as he has done. The information gained can be quite beneficial, in some cases just not being available without that sort of membership. At the conclusion of his talk, Neil showed some HO scale models of things Great Northern; mostly diesel locos, but lo and behold there were also some beautiful brass models of GN steam engines, including the big articulateds. See what happens when you leave the railways and work for an multi-national company. Incidentally Neil, that could be the basis for talk in the future. Your exploits in looking after the big generator sets on oil rigs in Bass Strait - now that would be hair raising stuff!

Blair Westerman was the next brave Committee Man to take the stand. Right from the outset Blair made everyone aware that there was only one British railway of any significance, that being the LNER. Since his early childhood Blair has had a strong interest in railways; trains have been a way of life. However it was not until his early teens that he decided to model the LNER. The glamour was there, with daily

operation of high speed trains, the information was available, all you had to do was research it, the models were available, and of course there was the enthusiasm from such people as the late Gordon Fox, a real LNER man. If any one object can be to blame for all this it must be The Flying Scotsman. A couple of years ago he went with his father Stuart to see and photograph it on its home turf, only to be thwarted by weather and time and the fact it was in a shed at the back of Carnforth Loco. Imagine his surprise a few days later when travelling to another destination they passed Carnforth and there outside in the sun was FS. He managed to persuade his father to go back and was able to secure his photographs - the high point on his entire trip. So when it came to Australia to visit him, he took the opportunity to photograph it at every possible occasion. Should you be partial to steam engines painted apple green, talk to Blair, you will find him most interested. He also claims (and we have to take his word on this) that if he had modelled LMS his father would have kept nicking his rolling stock. Can you believe that?

The last Man of Committee to speak for the evening was John Gilmour, who with a few other members of the Victorian Branch, comes from Great Britain and like a lot of us started out with a Hornby train set. Later on in life, after coming to Australia, he became interested in the US prototype, but after a short while felt that was not the way to go. It was only after he went to Europe in 1982 that he found a real interest in European railways, in particular the railways of Austria with its diversity of electric and diesel power. In fact it is only in the last few years that some of the Austrian electric locos built before WW11 were taken out of service. Geographically Austria is in the centre of middle Europe and has volumes of through traffic as well as trains that originate within the country itself. Research can be difficult as many of the publications are in German text so a little linguistic skill is required. Don't let this sort of thing dampen your interest. One point John did emphasise was the diversity railway operation within Austria, ranging from narrow gauge railways, standard gauge privately operated railways, mainline inter-city routes and of course the international trunk routes with high speed, high frequency operation. Another feature of European railways was an early recognition of a need to have standard vehicle design. This, of course, is a big plus for the model railway manufacturer as one vehicle can be painted in the liveries of two or more different countries. Another advantage is that you can model in a particular era; for example Era I covers from 1850 to 1920, Era II covers from 1920 to 1945, Era III covers from 1945 to 1968, Era IV covers from 1968 to 1985 and Era V is from 1985 to the present. There is a number of companies which supply the European modeller. Some of these are Roco, Fleischmann, Lilliput, Maerklin, Kleinbahn (beware, uses 1:94 scale sometimes), Klein Modellbahn, Lima, Trix and Piko. In addition there are many other

manufacturers of kits and specialised brass models which are of excellent quality. John is also a member (thought to be the only Australian member) of the Austrian Railway Group, a UK Society specialising in the affairs of Austrian Railways. So if you are at all interested in the European prototype remember there is an active group of modellers within the Victorian Branch who can point you in the right direction. All we need is YOU to start the process.

Geoff Brown

Prototype News

Noted early one Sunday morning recently when taking some photos of stored rail tankers at Tottenham Yard for a modelling project, was the passing of three NRC Up freights, all within the space of 30 minutes, that is, from 0755 to 0825. The first was headed by two ex V/Line C class, (very grubby), the second was headed by two SRA 81 class in Rail Freight Blue, while the third was headed by V/Line G 518 and SRA 42220, still in its modified Indian Red. I have two photos to prove it! So if you are looking for a good photo spot may I suggest either the north-eastern side of Sunshine station, in or adjacent to the new carpark, (Melway 40 H1), or at the eastern end of Tottenham Yard on the corner of Russell and Cross streets, West Footscray, (Melway 42 H4). The sun will be in the right position and you can take photos or videos from these locations without the risk of trespass violations. Incidentally scheduled times for UP SG trains on Sunday morning at Tottenham Loop are 6BM5 - 6.33, 5M5 - 7.54 (ex Albury) - 7SM7 - 9.57, AM8 - 7.47, AM5 - 9.30. Remember these times are for freight operations and don't necessarily mean the trains will run exactly to these times.

In October last year an article appeared in the Weekly Times, a newspaper for those people mainly interested in primary industry, reporting that the Managing Director of V/Line Freight had made a recommendation to the state government for a program of standard gauge track conversion. The following lines are proposed for conversion. 1996/97, Kulwin and Robinvale. 1997/98 Swan Hill and Piangil. 1997/98 and 1998/99 Mildura and Pinnaroo. 1999/2000 Oaklands and Tocumwal. 2000/2001 Bendigo, Moulamein and Deniliquin.

Noted on a northbound NRC freight heading out of Melbourne on 14/12/95 was a NSW 44 class and an 81 class, the 44 class (in candy) was the leading unit and running no.2 end first. When was the last time you saw a 44 class in Victoria? Further information to hand just before going to press indicates that the 44 is privately owned and it is on lease to NRC. Also noted recently was ex WAGR J class 105 painted in NRC livery, obviously for shunting the South Dynon Container Terminal. The owner of this loco is Great Northern Rail Services and is on lease to NRC. In South Australia, Silverton Tramway locos are on hire for use banking through the Adelaide Hills, in New South Wales locos from Austrac are on hire and of course in Victoria B74 (on SG) is

still on hire.

All locos of the G, X, T, H and Y class which pass through workshops for overhaul will be repainted with the V/Line Freight logo. All A, N and P class passenger locos will be progressively repainted in the corporate colours of V/Line Passenger.

The Seymour Loco Steam Preservation Group have purchased Australian National GM36 for restoration. The loco has been placed on broad gauge bogies. In the meantime restored B74 has been placed on standard gauge and is on hire working ballast trains on the western line.

Noted on a Long Island slab steel train on 9/2/96 was an ex V/Line ELX (NRC ROJX) wagon, looking rather grotty, but still with the old VR logo. It is now 10 years since the old VR ceased to exist, but every now and then you can still see the odd freight vehicle that has been interstate for some time and has escaped being V/Lined. A good excuse to run a few old VR wagons with your most up to date National Rail equipment! Also after Easter 96, Thomas National Transport will be operating their own interstate trains in partnership with V/Line, AN and Westrail. Keep an eye out for them.

V/Line's first RTL (Road Transferrable Locomotive) has arrived and will be tested in service shortly. While it looks like an overgrown truck with autocouplers at each end, it is in fact fitted out to operate like a locomotive, complete with a full loco airbrake system. Additional features are two sets of air horns, one a standard truck type tooter, while the other is a full grown Leslie Super Typhon air chime. If you have heard a V/Line C or G class, then you will know what I mean. Look out for it on a highway near you.

Geoff Brown

Special Thanks-David Marsden

Recently some of the operating hand made signals on the Stonnington Valley layout have been failing because of the aggressive operation of the motors underneath. Thoughts were given to replacing with the slow acting type of motor, but lack of space ruled this out. After some thought David Marsden came up with the idea of using Muscle Wire. Never heard of it!, well it is a special type of wire that lengthens when an electrical current is passed through it, then shrinks back to its normal size when the current is turned off. So far David has converted one double doll signal at the UP end of Little Bank station and its operation to date is excellent. If you want to see David's work, look under the layout next time you are visiting, or better still, come to the clinic to be held at Wills Street on the last Thursday in May where David will be explaining it all. Make a note in your diary to be there. Once again David, on behalf of all users of the layout, thank you.

Geoff Brown

Vic Branch Library

A few months ago I was asked to assist our librarian, Brian Southwell, with some of his duties. Little did I realise that I would so soon be required to 'fill his shoes'. A rather daunting task, for which I am not really qualified.

I am very fortunate that Brian Frary has agreed to continue on as a knowledgeable and able deputy.

Once I am more familiar with the paperwork, Brian and I will want to do a stocktake to ascertain what is missing. Some bound volumes and magazines have already been identified. Therefore I would like to ask the following:

1. Please check your bookcases for anything that might belong to the Library and return it (anonymity respected if desired).

2. If you have any collections of magazines or books you are thinking of getting rid of, would you check with us first before you dispose of them. We have a good collection, but it can always be improved. Please do not feel offended if we can't use them.

In order to put my money where my mouth is, I have had the first 6 volumes of AMRM bound so that we once again have a complete set in the Library.

William Secker

Programme

Social Meetings are held at the clubrooms on the Second Thursday of each month, commencing at 2000 hours. The clubrooms are open at 1930 hours for operation of your HO trains on the club layout prior to the meeting.

Timetable operation of the club layout is held on the First Sunday and the Saturday following the Social meetings, of each month commencing at 1300 hours, and on the Third and Last (from 23rd February) Fridays of each month, commencing at 1930 hours. If you wish to operate your own rolling stock at timetable sessions they must be fitted with Kadee couplers and you must be at the clubrooms at least ½ hour before starting time. Junior running days are held on the Second Saturday after the Social meetings, or on selected Wednesdays during school holidays, of each month commencing at 1000 hours.

Daylighters are retired people and anyone else interested in maintaining the clubrooms and operating the layouts, and they meet on each Monday at 0930 hours.

Entries in the Photographic and Modelling Competitions are judged at the Social Meeting each month. There is no limit to the number of entries you may submit. However, only the slide or print gaining the highest number of points on a given night or the model gaining the highest number of points in a "standard category" will be credited to the entrant's aggregate score within a Division. A \$20.00 order on participating hobby shops is awarded for the Best Model each month, subject to there being more than one entry received. Trophies will be awarded in both competitions - Photographic when the winner's three highest scores within a Division are for

three different photographic subjects; Models when the winner's aggregate score includes entries in at least three of the "standard categories" within a Division for models.

Photographs of prototype & models are judged in two divisions

- (a) Slide
 - (b) Print/Enlargement
- Models Are Judged in Three Divisions
- (a) Open - (scratchbuilt or modified commercial model)
 - (b) Australian Produced Kit
 - (c) Any Other Kit

They may be entered in one of the following "standard categories".

- (i) Motive Power
- (ii) Passenger Equipment
- (iii) Freight Cars
- (iv) Maintenance of Way
- (v) Permanent Way
- (vi) Structures
- (vii) Dioramas

Note - Scheduled activities are not held on Public Holidays.

Changes to this Agenda will be announced at Social meetings. Alternatively you may telephone John Harry (Secretary) (03) 9570 4406, or the organiser of the specific activity for up to date information.

All meetings, unless otherwise stated, are held at the clubrooms 92 Wills Street, Glen Iris 3146. (Melways ref 59 H7).

For all meetings other than Social Meetings access to the clubrooms will be via Kerford Road (200 metres west of clubrooms) and the lane to the rear of the property.

April

- 1 Mon 1000 Daylighters
- 10 Wed 1000 Junior Running Day
- 11 Thu 1930 B.Y.O. Train
- 11 Thu 1930 Social Meeting - Show your Train on the Stonnington Valley layout - Model - Standard Categories Photo - From the Viewing platform North Melbourne
- 13 Sat 1300 Timetable Operation
- 14 Sun 1330 B.Y.O. train
- 14 Sun 1330 Timetable Operation
- 15 Mon 0930 U.K. prototype (General)
- 19 Fri 1930 Daylighters
- 19 Fri 1930 Timetable Operation
- 20 Sat 1930 U.S.A. prototype (General 1970 to present)
- 20 Sat 1930 Ladies Night Da Leo's Trattoria Bistro
- 22 Mon 0930 Daylighters
- 26 Fri 1930 European Running Night
- 29 Mon 0930 German - Era 3/4/5 (1965 to present)
- 29 Mon 0930 Daylighters Timetable Operation - BYO Train

May

- 5 Sun 1330 Timetable Operation
- 6 Mon 0930 All Australian prototypes
- 9 Thu 1930 Daylighters
- 9 Thu 1930 Social Meeting - John Gardner: Film night - Model - Open Standard Categories Photo - XPT in Victoria
- 11 Sat 1300 Timetable Operation

- 13 Mon 0930 B.Y.O. Train
- 17 Fri 1930 Daylighters
- 17 Fri 1930 Timetable Operation
- 18 Sat 1000 U.S.A. prototype (Western 1950/1960)
- 18 Sat 1000 Junior Running Day
- 20 Mon 0930 B.Y.O. Train
- 20 Mon 0930 Daylighters
- 27 Mon 0930 Daylighters
- 30 Thu 1930 Clinics - David Marsden - Electronics - Model Trains
- 31 Fri 1930 European Running Night
- 31 Fri 1930 Austrian - Era 4/5 (1968 to present)

June

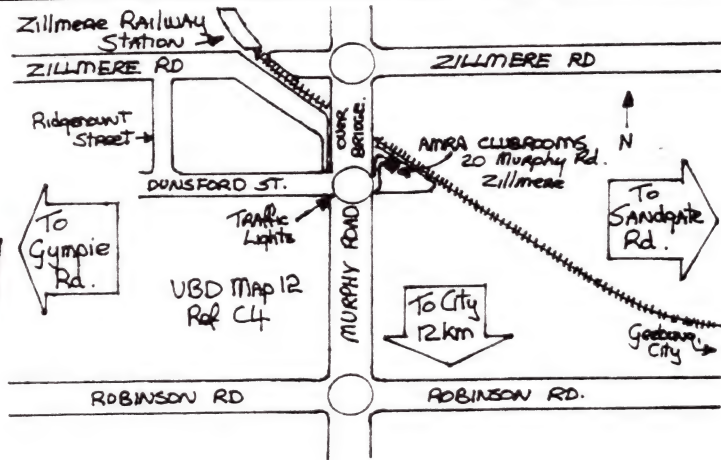
- 2 Sun 1330 Timetable Operation
- 3 Mon 0930 U.S.A. prototype (General)
- 3 Mon 0930 Daylighters
- 13 Thu 1930 Social Meeting - Auction Night - Model - Standard Categories Photo - Railway Staff at Work
- 15 Sat 1300 Timetable Operation
- 15 Sat 1300 B.Y.O. train
- 17 Mon 0930 Daylighters
- 21 Fri 1930 Timetable Operation
- 21 Fri 1930 All Australian prototypes
- 24 Mon 0930 Daylighters
- 28 Fri 1930 European Running Night
- 28 Fri 1930 Steam Era 3/4 (1945 - 1968)

July

- 1 Mon 0930 Daylighters
- 3 Wed 1000 Junior Running Day
- 3 Wed 1000 B.Y.O. Train
- 7 Sun 1330 Timetable Operation
- 7 Sun 1330 U.K. prototype (General)
- 8 Mon 0930 Daylighters
- 11 Thu 1930 Social Meeting - COM Slide Night - Model - Standard Categories Photo - Signal on a wooden post
- 13 Sat 1300 Timetable Operation
- 13 Sat 1300 B.Y.O. train
- 15 Mon 0930 Daylighters
- 17 Wed 1000 Junior Running Day
- 17 Wed 1000 B.Y.O. Train
- 19 Fri 1930 Timetable Operation
- 19 Fri 1930 U.S.A. prototype (Eastern 1960/1970)
- 22 Mon 0930 Daylighters
- 26 Fri 1930 European Running Night
- 26 Fri 1930 Swiss - Era 4/5 (1968 to present)
- 29 Mon 0930 Daylighters Timetable Operation - BYO train

Activity Organisers

- Layout Manager
- Lawrie Bugeja (03) 9873 5846
- Stonnington Valley Layout Coordinator
- Alan McKenna (03) 9547 6864
- European Running Night Coordinator
- Robert Bogie (03) 9560 5827
- Australian Prototype Coordinator
- Alan McKenna (03) 9547 6864
- U.S.A. Prototype Coordinator
- Graeme Nitz (03) 9857 4707
- U.K. Prototype Coordinator
- Peter England (03) 9598 8665
- Junior Running Day Co-Ordinator
- John Gardner (03) 9885 7221
- Daylighters Convener
- Graham Turner (03) 9795 2962
- Competition Organiser
- Trevor Reeves (03) 9889 1596



Well, enough of the dreaming and on to the actual. The wheels are well in motion for our 1996 show, with 70 exhibitors having been accepted and placed on the floor plan. 34 layouts, 14 non layouts (e.g. clubs/societies), 20 trade stands and 2 AMRA stands make up this total. This compares with 63 exhibitors in 1995. This also includes 5 QR layouts and 3 narrow gauge layouts. 30% of the total exhibitors this year are NEW and almost 50% of the

layouts are designated NEW i.e. (new - 16 layouts, 3 non layouts, 4 trade). Of note, will be the inclusion of a 56 foot "O" gauge layout.

Many thanks to all those who have already dedicated time and resources in preparation for the Show.

After much consideration and heartache, it has been decided to continue this year with the two hall configuration. We were once again overwhelmed by the applications received representing 130% of available space. Unfortunately this necessitated declining 15 exhibitors again. We trust that next year, the inclusion of the third hall will be definitely a viable proposition.

The Annual Exhibitors meeting is scheduled for Wednesday 10th April, commencing at 7.45 p.m. We look forward to seeing as many as possible on this night. We certainly look forward to sharing another Great Show with all who participate and attend.

Geoff Bowring
Exhibition Manager

SN3½ News

SN 3½ Q.R. modelling seems to be having a resurgence of interest with Frank Savery producing two Queensland SN3½ Modeller Magazines so far. Frank can be contacted at 10 Nerine St. Kingston 4114.

Ron Fox has been producing a growing range of kits with others rumoured to follow. Ron and Philip Hadley have built a large 28 ft. long SN3½ exhibition layout - "Dutton Park Station" - which will be seen for the first time at the AMRA Show in 1996. Locomotives on show will be the B18½ and D17 built by AMRA member - the late Dr. Garth May - from way back plus new locomotives by Ron including an ASG and B13.

Many of the new SN3½ modelers seem to have come from HON3½ scale. Some find HON3½ too small and too expensive!

Clubroom News

1996 started well for the Branch with a good attendance at the January monthly Gathering. The entertainment was "Show and Tell" and Ted Ward was there bright and early. After Steve Colclough presented the reports from the Committee of

Management, Jim Christie and Geoff Bowring presented the plan of exhibits for our 1996 Exhibition. Jim had spent two weeks preparing and sorting the displays into their respective positions. We had 140% application to fill the two halls, plus many requests after the closing date. Unfortunately this has led to many disappointed applicants. Next year we may try an extra hall as well as the usual.

"Show and Tell" was varied and interesting:-

Steve Colclough started with examples of some interesting QR HON3½ rollingstock. Steve also displayed some great HO Australian buildings, including a kit of a standard country Post Office - this one representing the building at Sarina (Queensland). Les Downey brought along an SN3½ church building and described the unusual construction techniques used in this building.

Arthur Hayes brought along his latest project, an HO model of Severnlea Station on the famous Wallangarra line.

Ted Ward presented a photo of a railway statue with a coupling on it and also an ad for the QR 1948 Suburban Timetable - costing 3d. (2 cents). Ted also described the value and resources of railway publications at the Ipswich City Council libraries. They seem to be better supplied with railway material than that of the Brisbane City Council.

Don Warn brought along a portable work-bench a friend had made for him, so he can work on the dining room table. This helps his wife Lorrie, who now has less distance to deliver morning and afternoon tea! The bench is suitable for DJH (Lloyds) NSW HO Loco Kit building and also general kit building. Don showed his latest projects - a NSW HO C35 4-6-0 he has completed, and his half constructed C38 kit. Don spoke highly of the assembly methods of the C38 tender. Don also brought along to show us all, a mech for NSW HO 48 class, using 45 class parts, which enables you to make a very good mechanism.

Bob Mawson brought along some excellent US HO scale caboose and box cars he had recently purchased. The standard of the equipment available for the US modeller is certainly impressive.

Steve Malone brought along a selection of S Scale English rollingstock built by the late Steve Suggitt. Past President Eric Lyon is looking for a suitable new home for this large collection.

John Lees brought along some nifty tools he picked up at a flea market, and gave some useful tips on decalling and building rollingstock and buildings.

Chris Malone would have had something interesting but had car problems en route to the clubrooms.

QUEENSLAND BRANCH Committee Person MARRIES with BEYER GARRATT 1009.

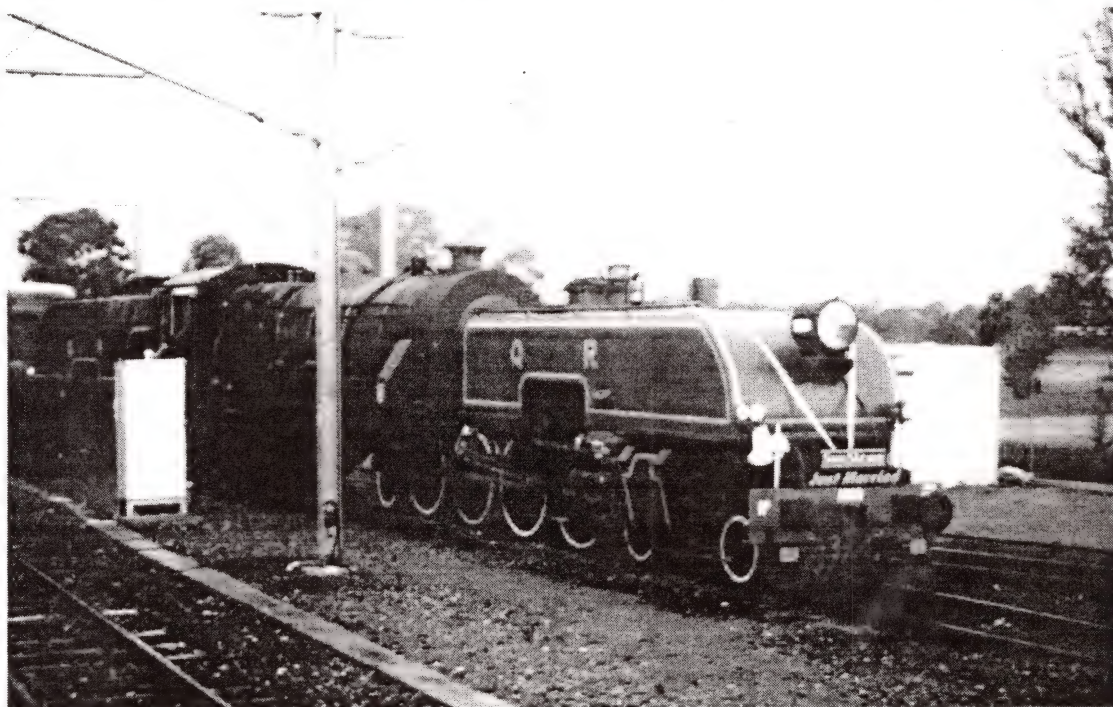
Bill Dunn was married to June during the first weekend of October, 1995, as part of a "Boilerland" mystery tour with BG1009. The tour was organised by the 'Sunsteam' group of Railway enthusiasts. These enthusiasts were instrumental in restoring the A10 No.6 some years ago. On the "Boilerland" mystery tour, passengers were sent on a dizzy tour of the suburbs ending up at a not so sunny seaside Shorncliffe, where the surprise Wedding was held. After another trip around the suburbs, the passengers ended up at the Ferny Grove Tavern (close to the Ferny Grove train terminus) for a delightful reception, arriving back at the Roma St. station around midnight. We wish Bill and June all the best for the future.

The Steve Suggitt "S" Scale English Collection

When the Queensland Branch founder (?) passed away a few years ago, Steve Suggitt's QR SN 3½ collection was passed onto the Branch, along with some Australian and American "S" scale 7/8" gauge

Photograph of the decorated "Wedding VEHICLE?". During the stopover at Shorncliffe, the ceremony was conducted and SUNSTEAM volunteers decorated BG1009. Here, 1009 reverses after watering and prepares to enter the platform to continue the journey.

Photo Steve Malone



rollingstock.

His English "S" scale collection was passed onto Branch Past President Eric Lyon. Eric is now getting on in years and wishes to pass on the large collection of English "S" scale rollingstock to a good home.

Steve started building in "S" Scale (1/64, 7/8" gauge) in the 1950's, and continued until his death a few years ago. The collection is in good to fair condition. It totals 31 locomotives - 24 steam, 7 diesel and/or electric, 1 3-car EMU (SR), 22 passenger cars and 102 goods wagons.

If you can assist in giving this collection a good home, please contact: Steve Malone, 160 Kirby Road, Aspley, 4034, or ring the AMRA Clubrooms on 1st, 2nd, or 4th Thursday (evenings) or 1st and 3rd Saturdays (afternoons) on 07 3862 6639. Attached is a list of the collection.

Steam locomotives

60101 LNER 4-6-2 'Cicero'

100 GNR 2-6-0

1803 LNER 0-6-0 J39?

3240 LNER 0-6-0 J15?

3424 LNER 0-8-0

3449 LNER 0-8-0

901 LNER 0-8-0

4701 GWR 2-8-0

695 SR 0-6-0

22630 LMS 0-6-0

1098 LMS 4-4-0

5041 LMS 4-6-0

9311 LMS 0-8-0

52857 LMS 0-8-0

8 NB 0-6-0

605 CR 0-6-0

829 CR 0-6-0

19 HR 0-6-0

770 LNER 0-4-4T

1274 GER 0-6-0

20 GER 0-8-0

565 GER 0-6-0

1812 GER 4-6-0

9617 LMS 0-8-0

Diesel Electric

55021 Deltic

39 Steelworks shunter 0-6-0

Electric

B6225 'Hardwick' BoBo

76055 BoBo

91022 Intercity BoBo

Other

Swiss Electric 327 2-6-2

SNCF BB15005 BoBo

Passenger cars

3 car EMU SR 2 power 1 trailer

LMS Sleeping Cars (2)

LMS Restaurant Car

LMS 3rd Pass & Brake

LMS 1st Pass & Brake

LMS Baggage Van

Pullman Car 'Ann'

Southern Utility Van

GWR Baggage Van (2)

LNER Pass Brake wood grain sides (2)

LNER 1st Pass wood grain sides

LNER Buffet wood grain sides

LNER Corridor wood grain sides

LNER 6 wheel Brake wood grain sides (2)

LNER 6 wheel 3rd wood grain sides

GE Restaurant cars (2)

GE 1st & 3rd

GE 3rd Brake

Goods wagons

10 modern bogie wagons - includes tank, potash, container, discharge wagons

3 bogie log cars

1 LMS discharge hopper

8 bogie open wagons

1 GWR drop centre wagon

10 guards vans

54 4 wheel wagons, open, box etc

15 assorted wagons

QLD Branch Timetable

APRIL

Saturday 6th Easter Saturday afternoon.

General Clubroom activities.

Thursday 11th General Clubroom Activities evening

Saturday 20th General Clubroom Activities afternoon

Thursday 25th Monthly Gathering from

7.45 p.m. Arthur Robinson to talk on Bridges. Exhibition Report - find out where you can help at our Show

MAY

Thursday 2nd EVENING - Load up Fencing and equipment at Zillmere and truck to RNA Showgrounds.

Friday 3rd DAY and NIGHT Set up Show - ASSEMBLE fencing from 7 p.m.

Saturday 4th A.M.R.A. SHOW - 9 a.m. to 6 p.m.

Sunday 5th A.M.R.A. SHOW 9 a.m. to 6 p.m.

Monday 6th A.M.R.A. SHOW 9 a.m. to 5 p.m. Disassemble fencing at 5 p.m. EVERYONE please help pack up the Show, so we can ALL have an early night.

Thursday 9th General Clubroom Activities - Evening.

Saturday 18th General Clubroom Activities - Afternoon

Thursday 23rd Monthly Gathering from 7.45 p.m. Review of AMRA 96 SHOW. Clinic on white metal kit soldering.

TIMETABLE NOTES.- Doors open from 7 p.m. evenings and 1 p.m. afternoons.

SPECIAL INTEREST GROUPS:-

Daylighters - 2nd Tuesday every month Contact Jim Hoskins 07 3208 5288 or John Lees 07 3204 4790

Narrow Gauge Group - 3rd Tuesday each month 7.30 p.m. Contact Jim Fainges 07 3355 4408.

Note - special reporter - North Queensland Branch

Ken Edge Williams

P.O. Box 127

Westcourt 4870 (Cairns)

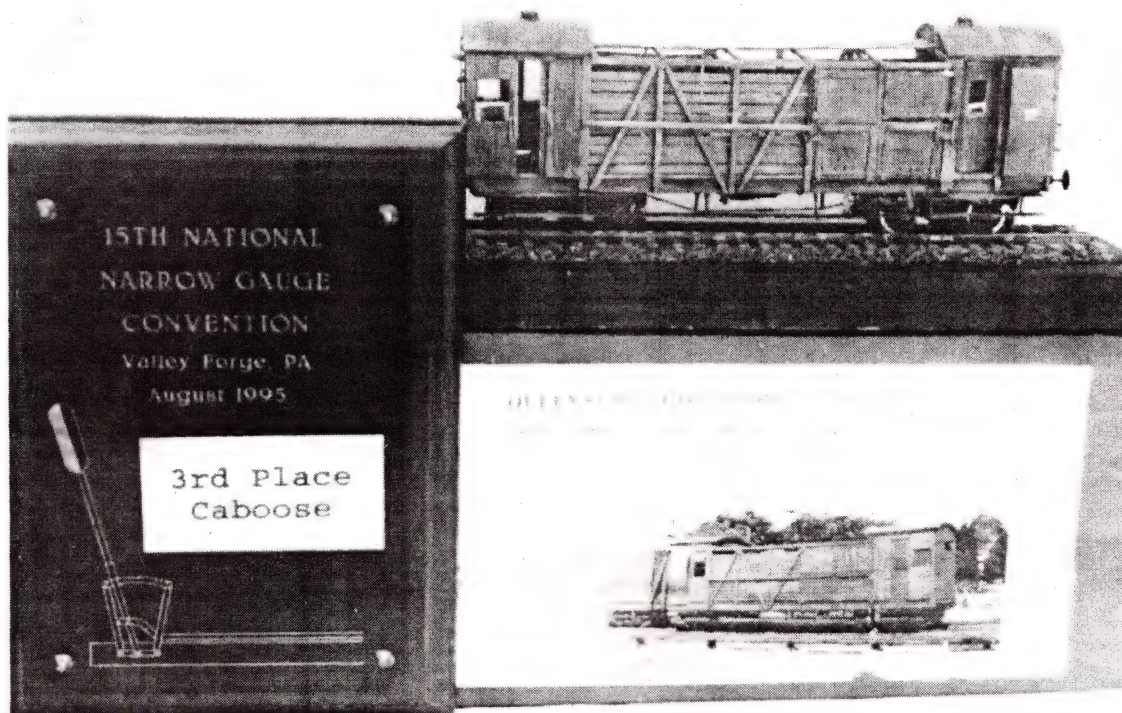
Work 008 808 319 (CES) ask for Ext. 2121

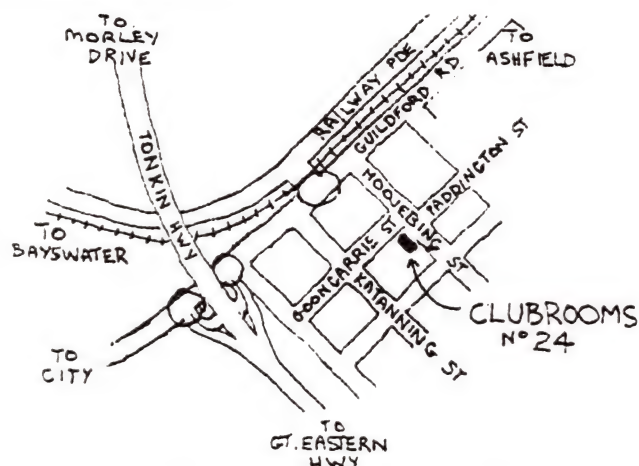
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QLD Branch Member wins at US Narrow Gauge Convention

As reported in the latest "Narrow Gauge & Short Line Gazette", Jim Fainges won Third Place in the Model Contest - Caboose Division - at the 15th National Narrow Gauge Convention held last August (in terrific heat) in Valley Forge, Pennsylvania USA. His entry was a QR KKB Drovers/Guards/Livestock Van, something that is unique to Queensland. Must have had some of those US modellers just a little puzzled and mighty confused. His "O" scale (ON 3½) model had everything that opened and shut. Congratulations Jim!

Photo
Marjory Fainges





Simon's Scribblings

Congratulations Noel Zeplin

The Management Committee and Members of the Western Australian Branch of the Association extend their sincere congratulations to Noel on the award of the Medal of the Order of Australia [General Division] in the Australia Day Awards.

A member of the Association since 1990 and a very active member of the Australian Railway Historical Society, Western Australia Division Noel was awarded the Medal for service to the preservation of Western Australia's railway heritage.

Noel served as President of A.R.H.S. W.A. Div., for 17 years and was instrumental in developing the Museum generally and the Museum building specifically. Noel maintains a close and active interest in the Museum.

Congratulations Barry Bryant

It was my great pleasure to announce, at the Christmas Social Function, that the Federal Committee had accepted our recommendation that Barry should be the recipient of the Meritorious Award for 1995.

Barry was unable to be at the Christmas Social therefore the presentation was made at a later meeting.

As many will already know Barry is the Branch Secretary, he also carries out the function of Branch Registrar, is the acknowledged leader of the N Scale Special Interest Group, and is active in many other aspects of the Branch's activities.

A well deserved award

The N Scalers

Our Editor recently had a phone conversation with a visitor/prospective new member. Rob related how he had turned up, unannounced, to an N Scale SIG night early in January and how he had hardly got inside the Clubrooms front door when one of the N Scalers walked over, introduced himself and then took Rob around, showing him the various facilities we have to offer, introducing him to other N Scalers and generally involving him in what was going on at the meeting. The friendliness, etc., of the various people at the meeting got a special mention.

Well done Ian Wood and everyone else at that meeting, Rob was very impressed, particularly as he belongs to another or-

ganisation who do not do it our way!!!

Stop Thief!!!

Twice during ModelRail a thief, or thieves, helped themselves to other people's property. The thieves conduct is reprehensible. Stealing at any time is pretty low conduct, but to steal from your club, from your clubmates, and from an invited guest is conduct that is beneath description.

The stolen property consists of a Hornby model of British Railways Class D49 4-4-0 locomotive which was removed from its box on Fred Baker's Swapmeet stand, a loose coach was put in the box in its place in an attempt to hide the crime.

Secondly, one \$50.00 note was taken from the ticket sales receipts, after the money had been counted and listed, and whilst the money tray was briefly unattended in the Branch Library.

As both these crimes occurred outside public open times, it appears that the thief/thieves is/are Association member[s]. I'm sure the Branch Secretary would be extremely pleased to accept the return of the stolen property together with your resignation[s] from the Association.

And, a week or so before ModelRail our cycle rack was unbolted from the wall alongside the main doors to the Clubrooms and has not been seen since. Any information that may lead to its recovery and to identifying the culprits is welcome.

Simon Mead
President

Programme

March

Wednesday 27th Scratchbuilding with card II Note 8

Friday 29th Southern Railway Modellers Special Interest

Group meeting - topic tree making, looking at pine, oak, horse chestnut and birch Note 4

Saturday 30th General Club Activities/Haltwhistle tree-making Note 15

April

Monday 1st General Club Activities/Haltwhistle tree-making Note 15

Wednesday 3rd LMS Modellers of WA Special Interest Group meeting - Fresh fruit, meat and fish, vans for perishables Note 2

Friday 5th Good Friday - No meeting - N scale SIG deferred to 12th

Saturday 6th General Club Activities/

Haltwhistle tree-making Note 15

Monday 8th Sn3½ Special Interest

Group meeting Note 7

Wednesday 10th Scratchbuilding

with card III Note 8

Friday 12th N Scale Special Interest

Group meeting

General running night Note 3

Saturday 13th Special Project Afternoon/

General Club Activities Note 9

Monday 15th Small layouts for exhibi-

tions Note 18

Friday 19th N Scale Special Interest

Group meeting

Capacitor discharge units - part II with

Dave Waters Note 11

Saturday 20th General Club Activities

Note 1

Monday 22nd Australian Standard and

Broad Gauge Special

Interest Group meeting - topic to be ad-

vised Note 6

Wednesday 24th Scratchbuilding

with card IV Note 8

Saturday 27th Have your say Note 5

Monday 29th Slide Night Note 19

Meeting Information

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [right opposite to Paddington Street]. Moojebing Street runs off Guildford Road towards the Swan River about 50 metres east of the traffic signals which control the railway crossing opposite the Cresco fertiliser works.

The times of the meetings are as follows:-

Mondays and Wednesday: 8.00pm Fridays: 7.30pm Saturdays: 1.30pm

The Duty Officer will open the Clubrooms at least 15 minutes earlier than the times specified above.

Visitors are always welcome - just come in and introduce yourself to the Duty Officer, if it isn't obvious who the Duty Officer is please ask someone to find him for you.

The Duty Officer will show you around the Clubrooms, which we know to be the best of any model railway club in Western Australia and possibly anywhere else in Australia! and introduce you to other members whose modelling interests are similar to yours.

Members pay a small fee at each meet-

ing, this covers some of the general operating expenses of the Clubrooms, and entitles members to free hot refreshments [tea, coffee, Milo] and a biscuit [or two]. Visitors are not required to pay a fee unless they keep coming to the Clubrooms week after week without even giving a hint about joining the Association [and, thereby, the Branch].

Canned soft drinks are available from the refrigerator in the Meeting Room, the key is held by the Duty Officer. Cordial and chilled water are also available from the refrigerator at no cost.

Programme Notes

Special Note - Programme changes

Your attention is specially invited to two changes to our normal programme sequence. The normal first Monday of the month meeting will be on 15 April due to the unavailability of the guest speaker; Monday 1 April will be a General Activities Evening.

Friday 5 April is Good Friday, there will be no meeting on this evening, the N Scale SIG meeting is deferred to Friday 12 April. See below for full details.

1. At General Club Activities meetings, you may use the Branch facilities more or less as you wish [provided you recognise the feelings and entitlements of other members] - you may run your own trains on the Branch's layouts [Sn3½ models may have difficulty in passing the platform edges on 'Haltwhistle'], or you can use some of the Branch's gear [see the Duty Officer for access to the models]. You are welcome to assist with work on the various layouts, Student Members are encouraged to assist in the development of the Student Members 16.5mm gauge layout. Our video, book and magazine library is at your disposal, to browse, borrow to take home, or to play your selected video on the Branch's VCR. You may also make use of our Work Station for that job you haven't been able to do at home - you must be accredited for the use of the Lathe and Air-Brush [see the Duty Officer for access to this equipment.] If all these activities seem a bit too arduous, you can chat away to like minded railway modellers. Having trouble with your latest project? Don't know where to find the answer? Find the Duty Officer and he will either answer your question[s] or find someone who can.

2. These monthly meetings of the LMS Modellers of WA aim to inspire modellers of the London, Midland and Scottish Railway, its many constituents and its successor, British Railways [London Midland Region] to greater heights. There is an exchange of information on chosen topics, LMS models availability, modelling hints and tips, mutual admiration of each other's LMS modelling achievements and general chit-chat, but only on LMS matters. Interested in things LMS? Then come to one of these meetings.

3. The 'N' Scale Special Interest Group meetings are designed to allow active modellers in 'N' scale to enjoy some running on the Branch's "West-N-Track" layout. However, you don't have to be an

'N' scale modeller to participate in these meetings.

4. Members interested in the Southern Railway, its constituent companies and British Railways [Southern Region] are welcome at the Southern Railway Modellers Special Interest Group meetings. The Group also meets elsewhere to continue their construction of an exhibition layout based on Alton, Hampshire, if you wish to become involved contact Mike Sibley on 496 1243.

5. The intent of this meeting is not to usurp the rightful responsibility of the Branch Management Committee to manage - this meeting should be regarded as advisory, giving the Branch Management Committee useful feedback on what they're doing [right or wrong] and giving them 'food for thought' on possible changes or improvements.

6. For those modellers who are interested in modelling the standard and broad gauge railways of Australia, whether Government owned or privately owned, a monthly meeting to discuss common problems and sources of supply of proprietary and kit models and modeling materials.

7. Are you interested in modelling the local scene? At the Sn3½ Special Interest Group meetings you can try your hand at building a model of a fairly simple WAGR prototype, under guidance of experienced modellers, and as you develop the necessary skills progress to more complex models. Most of your modelling requirements can be obtained through either "Paddington Market" [styrene sheet, MEK, soldering flux, etc.] or from the Railwest Models sales person present [wheels, compensation units, castings, brass rod, and various kits, etc..]

8. Ted Thoday and Barry Keens are facilitating this fifth in the 'Railway Modelling Workshop' series. These are aimed at the new and inexperienced members; experience from the earlier workshops indicates that experienced modellers can also gain much from participating. There are four sessions spread over two months. See article 'Railway Modelling Workshop Series' for more details.

9. This Special Project Afternoon is for the enveloping, Post Code sorting, etc., etc., of the next issue of "The Branchline". The Branch facilities will be available for General Club Activities [Note 1] following the completion of "The Branchline" task.

11. Dave Waters, our resident electronics expert, describes what they are, and how they work. Dave will also explain the principles and demonstrate how to build one. This is a preliminary demonstration and will lead into a hands on construction evening in April.

15. Haltwhistle needs a considerable number of trees to bring the scenery up to the required standard. During these three meetings members will be making these trees in part of the Meeting Room. This may of necessity impinge on the other activities that normally take place on General Activities days.

18. A discussion led by Gary Arcus and

David Hardy on the sort of small layouts that can be inspirational to potential newcomers to the hobby.

19. There's been plenty of time since the last Slide Night for our shutter-bugs to have used up roll upon roll of their favourite film. Here's your opportunity to show off some of your work. Try to keep to model railway slides, if possible, but any slide on railway topics in general is welcome. Bring along no more than 20 slides and tell us a bit about each of them as they are projected.

Library

A few new items in the Library in the last few weeks.

As a result of Alan Porter's visit to the UK in the latter part of 1995 and his meetings with Jack Kine, Jack has again donated a number of books to our Library:

D 139	Model Railway Operation and Maintenance Manual	E F Carter
F 138	A Guide to Locomotive Building	M Sharman
M 143	British Railways	A Elton
P 1108/B	Pocket Encyclopaedia of British Steam Locomotives	O S Nock
P 1113	Panniers and Prairies	T Barfield
R 118	The Yealmpton Branch	A R King-
dom		
R 119	The Brixham Branch	C R Potts
W 125	Bullied of the Southern	H A V Bul-
lied		
W 126	Steam Was My Calling	E S Beavor

As with all donations, these are excellent additions to our stocks and we thank Jack very much for his donations from afar.

While on thanks, Barry Keens has pointed out that my thanks to him in the last edition of *The Branchline* for covering of Library books should have been thanks to his wife Jane as she has in fact done most of the work. Thank you - the book covering is a relatively unseen task but a very important one in maintaining our book stock in good condition.

Another addition to the Library recently has been a video *Short South Sojourn* - a view of the Goulburn, Picton, Moss Vale area south of Sydney in the early 1990s. It shows the final working period for a number of the first and second series of diesels on NSW railways.

Library shelf space is now a problem for us - with book space the main problem. We will be considering some options over the next month or so.

Finally, an answer to my question in the last *Branchline* about the meaning of the name of our new magazine: CTC Board. Of course everyone [apart from me] knows that this is the name of the train controller's board which indicates occupancy of track and point settings etc.

Whilst on this magazine, a combination of error, good luck and goodwill has resulted in AMRA WA acquiring the com-

plete 1995 set of issues (new!).

Gary Arcus Branch Librarian

PS. It still escapes me why a magazine about trains (locos and wagons) has a title referring to a controllers board. But I guess this is obvious to everyone else.

ModelRail

May I first thank very much everyone who contributed to the Model Rail 1995 held at the AMRA clubrooms in early December.

Haltwhistle and Ebford Regis were both in fine form and the display by the British Railway Modellers of Australia attracted a steady stream of visitors who stayed to talk. Andrew Morling's display and products also attracted interest and a number of questions from the visitors. David Hardy's small OO terminus layout clearly showed a side of the hobby which I think gets little exposure here in WA - especially as an exhibited layout. I think that many visitors were encouraged by the example of a workable layout in the most popular gauge and scale - all accomplished in a space of 2 metres by 1 metre.

This type of layout is often seen in the UK magazines and I understand is the mainstay of exhibitions there. I hope some more of the large band of modellers of the UK prototype will consider creating exhibitable layouts like this to add to our stock of layouts.

The Modellers Swapmeet was not an overwhelming success but it was an experiment which I think the club should consider as an activity on its own at some time during the year. Perhaps this should be associated with an open day at the clubrooms - being primarily targeted at existing modellers rather than the general public.

To the many people who helped on layouts or on exhibition duties - thank you.

**Gary Arcus
ModelRail Coordinator**

1996 Model Railway Exhibition

With 1996 now upon us we must begin full-scale work toward the 1996 Model Railway Exhibition. Remember that the Exhibition is the only way that AMRA WA raises funds for things like new buildings, new layouts and major creature comforts in the clubrooms. Your membership fee does not stay here in WA and we rely on the 60 cents door fees to cover electricity, water, The Branchline, tea, coffee and the all-important biscuit costs. Anything after that has to be funded from somewhere else - the Exhibition. It is essential therefore that the Exhibition is a success both as a spectacle and financially.

As members are aware we have been looking closely at ways to increase our net income from the Exhibition. One way was to decrease costs by finding an alternate venue. We discovered that the venue we currently have is [in relative terms] good value for money and almost ideally suited to our unusual needs. If we can't decrease costs substantially then we need to increase the number of people coming through the Exhibition door. That's where every mem-

ber can help by promoting the Exhibition to friends, family and colleagues and by distributing the small flyers which will be sent out with the next issue of The Branchline.

The other way of assisting is to volunteer for an exhibition task. One thing this does is to free up the major organisers to do the required publicity work of writing, phoning and faxing media outlets to gain some publicity.

One task which is ready to be taken up now is the running of the Raffle. This entails coordinating the distribution, collection and accounting of tickets - both sold and unsold. Like most of our tasks it isn't brain surgery but it does require regular clerical work and accuracy. The task will begin in mid February and conclude about two weeks after the exhibition at the drawing of prizes.

Another early warning is our need for transport at the right price [\$0] for the barricading, etc.. Tony Gray's trusty truck has laboured for many years in this task but it has finally succumbed and is no longer running. We therefore ideally need a truck which we can load up on the Wednesday before the exhibition, deliver on Thursday night or Friday morning, load up on Monday evening and deliver to AMRA on Wednesday evening. If anyone can provide a vehicle it will be greatly appreciated. Remember that the barricading is heavy (at least 5 tonnes) and is 2.6 metres long. Please investigate your idea yourself before telling me about it. If you know the person then it is best for you to talk with them first.

We also need a volunteer to act as Transport Coordinator, basically to ensure that we have sufficient transport of the correct capacity to meet our transport requirements to and from the pavilion, schedule loading and unloading and schedule transport movements into and out of the Pavilion on the Monday evening.

We also need:

layouts
displays

help on the weekend of the Exhibition [consider taking Friday as a holiday].

Sponsorship [as with the truck - please make the initial approach yourself].

Roster forms will be distributed with the April issue of The Branchline, now is the time to start planning your time for the Exhibition weekend.

Help will be required as follows:-

Wednesday 29 May Clubrooms to load gear 1930 for approx. 2 hours

Thursday 30 May Pavilion to unload gear 1830 for approx. 2 hours

Friday 31 May Pavilion to set up 0800 to 2300

Saturday 1 June Pavilion to staff Exhibition 0800 to 1800

Sunday 2 June Pavilion to staff Exhibition 0800 to 1800

Monday 3 June Pavilion to staff Exhibition and take down exhibits 0800 to 2100 approx.

If you wish to assist with the raffle or transport scheduling, or any other of the items above please call me on 332 5651 or 014 463359.

**Gary Arcus
Exhibition Manager**

At Last, They've Done It Right [well almost]

For more years than I can remember, Hornby Railways [and their predecessor], Tri-ang, have produced their models of locomotives, coaches and goods rolling stock with the buffer centres about 16mm above rail top level. This, in 4mm/ft scale, is equivalent to 4 feet, about 6 inches higher than the prototype. The additional 2mm height gave the smaller 4-wheel wagons a certain toy-like, top heavy appearance. This was not helped either by some quite poor body mouldings, particularly the 7-plank open wagon body, used for private owner wagons - they really have been quite grotesque.

There's an ingenious, if somewhat specious, reason for this higher than needs-be buffer height, as explained on page 139 of the "Hornby book of Trains" 25 year Edition, which basically has the following logic

If you have a Hornby railway on a 6ft x 4ft board and you want to incorporate a bridge for a track to cross another, the lower one [or both] having overhead catenary, you need a height of 3 inches plus clearance plus underlay plus the bridge structure itself. To achieve this within the confines of the board, the locomotives and rolling stock need to be capable of moving from a flat section to a 1 in 16 gradient. Imagine a bogie locomotive moving forward from the flat onto the gradient [note the absence of any thought of a transitional curve to ease into the gradient!] - the bogie will angle itself upward as soon as it meets the gradient, demanding a clearance under the footplate front. This dictates the height of the body and buffer beam and thereby the buffers, not only for bogie coaches and locomotives, but for the remainder of the rolling stock range as well.

Well, Hornby have finally changed all that! In the 1995 catalogue, seven new 4-wheel private owner wagons were depicted. These have recently been released in Britain and they're little gems. Not only is the buffer height spot on at 14mm but they have much improved body mouldings. There are three different types, a 3-plank drop side, a 4-plank full height side door and a 6-plank mineral wagon with the top plank running through, as on the prototype, above the five planked side door. The bodies scale out at 15 feet over headstocks [a common enough P.O. wagon type] and 7ft 6ins wide.

The mouldings are pretty much correct for the types of wagons and they all have correct, transverse planked floors and planks moulded on the inside of the bodies, although no attempt has been made to scribe the doors on the inside. The body mouldings are, however, just a bit too thick [about 1.25mm] but overall, a great improvement.

Below the solebars, the news continues to be good. The brake blocks are in line

with the wheels and there's a fair representation of the brake push rods, although the brake hanger rods and safety hoops seem to become one, set at an angle other than vertical!

Only that ghastly plastic hook and bar coupling persists to spoil an otherwise quite good effort on the part of Hornby Railways

And where were they made? There are no manufacturer's plates on the wagons or the underframes but the box says "Made in China"! Another nail in the coffin of what remains of British industry.

Alan Porter.

Advance notice

The next open day of the West Australian Model Collectors Club will be held at the South Perth Civic Centre on Sunday 19 May 1996. More details in the next issue of *The Branchline*, or from Chris Walker on 09 525 5447.

They've moved

Automobiles, Plains and Trains, formerly located in Armadale have relocated to 2869 Albany Highway, KELMSCOTT [corner of Denny Avenue] Phone; 495 1116, Country Callers: 1800 651 175, Fax: 495 1129

Some recent purchases

Isobel Burdett of Linic Proops had a number of new items on display on Monday 8 January. Your Editor succumbed to three things which are worth a mention. A miniature steel anvil, something which I have needed for a long, long while. This little beauty is the traditional anvil shape, with a ground, flat working surface and the usual pointy bit at the end. It is about 68mm long by 20mm wide along the top working surface, with a further 47mm to the point; the base is 55mm by 45mm; it stands about 51mm high.

As supplied it is free standing but there is space on the base for holes to be drilled to allow mounting on a wooden block or your work bench. Members price \$6.00.

Also purchased were two coils of wire, brass and copper. These are 0.4mm diameter by approx. 20m and have many uses, not least is handrails, the copper wire would lend itself to pipe runs, etc.. \$4.00 per coil to members.

As part of her introduction to the evening, Isobel told members that Linic Proops have now settled in to their new warehouse in Balcatta. There's heaps of stock, and members are welcome for a look round and free tea or coffee and if their fancy takes them, to part with some cash in exchange for a goody or two.

Isobel also made the point that she is very interested in hearing from modellers who have a particular tool, etc., that they have been unable to obtain. Linic Proops business is based on finding/developing these items. Obviously well worth having a chat to Isobel.

Mugs

We have now received a supply of the A.M.R.A. W.A. Branch, Inc., mugs. Those

who ordered can collect them from the Duty Officer price \$6.50 each. [I understand there are a few which are surplus to the orders, first in best dressed. Ed.]

New Products in N scale

The new Atlas GP7 has arrived, and an excellent runner it is proving to be. Stocks are currently available in a number of Perth's hobby shops, unfortunately the price of between \$140 and \$170 may prove prohibitive to some people, but save your cents, it is well worth the money. All stores have a good supply of Atlas freight cars, with Perth Hobby Centre branching out with additional cars from makers such as Roundhouse and Precision Models. It is great to see this variety coming into our stores, and I would hope that they continue to supply and expand their range of these quality products. But for them to do that, there has to be a market out there. If we as customers are not prepared to put our money where our mouths have previously been, and ask for, and buy these products, then don't expect the retailers to continue supplying them. If you are not prepared to support your local retailer, don't moan and whinge when you can't get what you want. Stanbridges have quite a good supply of Life Like E8 locos. There are many roads available, and these extremely powerful models are excellent value. It will be interesting to see how they go if they get tested during the next Loco Hauling trials. The saga of the Dash 8 wide cabs, and SD7/9 continues. From our in house source, GM @ PHC it appears the wide cabs have been held up due to quality control problems. It would appear that after the disaster with the SD40-2, where Bachmann took the complete batch of Chinese produced models sight unseen, then suffered a backlash from the buyers, they have employed a consultant to oversee the quality control of the design and manufacture of their new models. The first batch of wide cabs produced in China had that many faults and inaccuracies that the whole batch was rejected outright, and the Chinese have gone back to the drawing board with this model. Maybe Atlas have got a better quality control process in place, than Bachmann, as their Chinese manufactured GP7's have been acclaimed for their quality. Life Like also appear to have been having problems with the production of their SD7/9 model, and we are not sure at this stage when this is likely to be on the market. Gavin indicated that they are now starting to become available in the US, but as yet the local distributor has not seen or heard anything about them. I will keep you posted.

Handy Hint & Generous Offer

There is an additive, known as Slow-set which slows down the setting rate of plaster, especially Casting Plaster. A very small quantity is all you need.

Add a pinch of additive to half a 2 litre ice cream container of plaster, the setting rate is controlled by the amount of additive you use; trial and error is how I came to the suggested quantity. Too much addi-

tive and the plaster will take days to set.

I have a reasonable supply of Slow-set and will decant this into film containers and donate these to Paddington Market for sale to interested members.

Barry Keens.

[Thank you, Barry, for this generous offer. "The Branchline" Ed.]

Book Review

From the Sunday Times 21 January issue, page 50.

Australian Rail at Work is reviewed by Gary Merrin [professional photographer, contributor to the Sunday Times and a railway buff].

There are 80 pages to this book by Leon Oberg; it is published by Kangaroo Press and costs \$29.95. According to Gary's review "it takes a general look at all major rail systems and locomotives operating across Australia and endeavours to tell a little about each without getting bogged down in pointless detail". The book covers both the public systems and also some of the private ones. W.A.'s railways are said to get a good mention.

Railway Modelling Workshop

Series

By popular request, or so we are told, the series is continuing. We have had our arms twisted, ever so gently; and the Management Committee have made suitable programme dates available.

The fifth in the series will be Scratchbuilding with card, see the programme section for dates, etc..

The Railway Modelling Workshop Series is aimed at encouraging new and inexperienced modellers to enhance their modelling skills, using a hands on modelling approach, where you, the modeller, supply the various tools, etc., and we supply the expertise and encouragement and act as facilitators. If past experience is any guide some of our more experienced members will also participate, sharing their expertise and experience as well. What small structure does your layout need? Find the necessary drawing[s] and bring them along to the first session, by the end of the fourth session you will have a finished building to grace your layout.

For this series of workshops you will need:-

- a craft knife, the plastic handled type with snap off blades is quite adequate.
- a steel straight edge, a 30cm steel rule for example
- a cutting mat [from Moojebing Market, or Linic Proops]
- a piece of 6mm plate glass, for a flat accurate working surface, size is not critical, something in the range of 200mm x 200mm to 300mm x 300mm is about right.
- a cutting board, see below.
- suitable adhesive, a clear impact adhesive such as UHU is ideal, PVA adhesive is also useful
- white card, 0.5mm, 1.0mm and 2.0mm thick. [We are hoping to stock up Paddington Market before the series begins]
- a sharp pencil, a cheap clutch pencil with 0.5mm HB or 1H lead is ideal

- a set square, the plastic type with at least a 100mm edge
- a selection of Blutac, elastic bands, clothes pegs, and paper clips are useful for holding things together while adhesive sets.

It is intended to produce a set of notes to add to those handed out at the previous Workshops. Copies of the full Workshop Series notes are obtainable from Paddington Market for \$3.00 via the Duty Officer, or \$4.00 post free from the Branch Secretary.

Those who constructed the cutting board at the previous workshops will find this just as useful for marking out and cutting card, there are still a couple of kits in Paddington Market, the drawings are in the Workshop Series notes,

**Barry Keens
Ted Thoday**

Aorta Do This, Aorta Do That!!

Members will see that the Meetings Programme includes another four-part workshop series, this time dealing with scratchbuilding with card. Previous workshops have dealt with plastic kit construction; cardboard kit construction; tree making; and styrene modelling. It is expected that the four-part scratchbuilding with card workshop series will be no less popular than any of those which have preceded it.

Mention must also be made of the two-part lecture series on Electronics Made Easy by Dave Waters, followed by his two-part workshop on Building an Electronic Controller originally for the N Scale SIG, but repeated, due to popular demand, to a wider, general Branch audience.

A suggestion was made at the most recent "Have Your Say" that the next workshop series should be on the subject of making your own points. This has been pursued with the likely Technical Director [Ted Thoday] and it has been agreed that this subject will be tackled later in the year, after the Model Railway Exhibition - probably July/August.

Another possible theme for a series of entertainment meetings is "Why I model the XYZ Railway". There have been some thoughts along these lines among the N Scale SIG, with possible coverage of a number of American railroads.

At the last "Have Your Say" that someone should produce an article on Indian railways for publication in "The Branchline". If the mysterious Mr. A.N. Other can be persuaded to write such an article, perhaps he could also tell us why he models [or would like to model] the railways of India.

Anyway, I am tossing around this concept of Why I model ZYX Railway for inclusion in the future programme and I believe this could be done either as:-

i a group of, say three, mini-talks, each of about 20 minutes duration, covering three different railways/railroads and given separately by three members. or

ii a single subject, covered by, say three, members working as a team, with one outlining the history of the selected railway/road, another covering what's available to assist the modeller and the third

describing the ease [or difficulty] experienced in modelling the XYZ.

I would welcome feedback from members on what they would like to have in the future programme, what further workshops would be popular, whether they have the necessary skills to take a lead role of Technical Director in such future workshop series, whether they would like to tell why I model the XYZ railway, either in mini-talk form or as a team giving a greater in-depth coverage of the XYZ and so on.....

**Alan Porter
Programme Coordinator**

Bereavement Assistance Scheme

Last year I started looking at the idea of a scheme whereby the Branch could assist the next of kin of fellow members who where no longer with us. We are all getting older, and unfortunately the time will come when we are all going to depart this earth, and our families may be left with a bewildering array of models and modelling equipment, which some opportunists are going, only too gladly, to try and take off your families hands.

The scheme was formulated, and presented to the Committee, and after some discussion, and changes, was approved in principle. It was felt that before we embark on getting the scheme up and running, we should seek a legal opinion on whether the scheme was O.K., and what modifications might be required to make sure the Branch and its members do not find themselves being sued, for what will basically be an act of assistance. The rules and regulations were passed onto one of our members, Justin Smith who was kind enough to obtain a legal opinion on those rules, and on behalf of the club I would like to thank Justin for all his work in this regard.

We received the legal opinion in mid January, and I am hopeful that the recommended changes can be made in time for the scheme to be presented to the February Management Committee meeting for final approval. I aim to have the full scheme details ready for publication in the next issue of The Branchline, together with nomination forms.

The Federal Committee and another local club are considering setting up similar schemes.

**Barry Bryant
Branch Secretary**

Assistance Required

O Scale Help

Don't worry, I haven't gone from N scale to O, but in my capacity as Secretary I have to deal with correspondence from all scales. Recently I received some correspondence from a gentleman in Queensland requesting O scale parts. The letter reads:-

Quote. I am in the process of building some prototype trams in O gauge.

Can you please send me the names and addresses of your members so I can write to them to see if they would like to sell used O parts, bogies, wheels, power bogies, buffers, couplings, etc.. Unquote.

I have told Len that we will publish his letter in The Branchline. If there are any

O scale members who may be interested in selling some parts, or even just replying to Len's letter please contact Len MILLER, 52 WINDERMERE AVENUE, MORNINGSIDE, QLD, 4170

More Help Requested

I have also had a request for help from a closer source. Through an inheritance George McGiveron of Connerly near Joondalup [Phone No. 300 1552] has received a model train set from the estate of his late Father-in Law. The set is a German Marklin, with centre pick up, and he estimates it would be about 45 years old. He would like to get it assembled and operating, but hasn't got a clue how to do it, and was wondering if there is a member of the club prepared to assist him. He would be prepared to pay, but it would be up to whoever is prepared to take up the project to negotiate a price. Anyone interested should phone George direct.

**Barry Bryant
Branch Secretary**

Historical Societies

Now I am sure you must get fed up with all my contributions, but I felt after reading the Editors request for Book reviews, and other contributions, that I should once again put fingers to keyboard. I have a number of book reviews in the pipeline, but they are not ready yet, what I would like to talk about is Historical Societies, and how they can help the modeller. Several of our members are also members of the Australian Railway Historical Society, and in most cases model West Australian or Australian railways. Such a Society is an invaluable aid to modelling.

But what if you model North American, and are trying to specialise in a particular Railroad, or a particular area, or era, you can get information from books or some of the excellent archive video's, but have you thought about joining the Historical Society of your particular interest? They are not expensive to join, all produce newsletters, and in some cases, high quality quarterly magazines.

As many of you know I model the Pennsy, and for a number of years now have been a member of the Pennsylvania Railroad Technical & Historical Society. It costs me US \$40.00 per year, the additional \$10.00 onto the normal fee covering Air Mail postage for the Society's journal. This membership entitles me to receive the quarterly publication "The Keystone", a high quality publication which carries detailed articles on all aspects of the PRR. Such articles have included specific articles on locomotive types, operational aspects such as the Railway Post Office service or the Truk-Train operation, articles on specific events such as the Johnstone floods, articles on specific areas, locations or routes, and articles on specific people involved with the PRR, such as the designer Raymond Loewy [designer of the Pennsy streamline locomotives, and the person who devised the famous five stripe paint scheme, first applied to the GG1's]. As well as this there are facilities to ask questions, and get answers from the ex-

perts. Another feature is that most publishers offer society members pre-publication discounts on books written about that railroad, this can save you quite a bit.

All in all a worthwhile investment, and one that any serious modeller should look at. Society details are published periodically in Trains Magazine and other Railway magazines. But don't forget that similar societies exist in other states of Australia, and in other countries. It is well worth making inquiries because the more you know about the Railway or Railroad you are modelling, the better your modelling will be.

Barry Bryant
Branch Secretary

Membership Matters

Well the renewal period is over, but not it seems the headaches, and it is easy to see how circumstances can lead to confusion. We had a case recently, where we have two members with the same surname, and the same first Christian name initials. [brothers in fact]. One of the members, had not renewed his membership, as of the end of November, and I sent him a reminder. The other member, who had only been a member since after the last exhibition, and was in fact financial, due to the rule that anyone joining on, or after the exhibition, pays a full years membership, and effectively gets about 15 months. However he was not sure whether he was financial or not, and not having received a renewal notice, and having read my report in the last issue, thought he had better do the right thing, and sent a cheque for his renewal, and a late renewal fee. This I took to be his brothers fee, and duly sent it off the Federal Registrar, who duly registered the un-financial member as now financial, only to receive a couple of days later a renewal form and cheque from the un-financial brother. Confusion reigned supreme for a while there. The moral of the story is, if you are not sure about whether you are financial or not, then ring me or one of the Committee Members, and find out, or look at your Membership card which shows the renewal date. One of the other contributing factors was that members were not sending back, or completing their renewal forms properly, or if they filled them out, did it in such a way that they were difficult to understand. Please, when sending subscriptions, accompany them with the correct form, and fill out the form fully, with your details printed clearly, so that I and the Federal Registrar can identify you. Also where there has been a change, such a new address, new phone number, or possibly a new family member added to the form, then a note highlighting the change would be most appreciated, and please let me know as soon as possible if you do change your address. We have had a number of copies of The Branchline returned lately, and one of them we are still trying to locate his new address. It makes things hard. [and costs the Branch additional postal charges. Ed.]

Talking about Membership cards, I have been told that another Branch did a

survey and found that, in quite a number of cases, members were not carrying their current membership card, or the card was out of date, or did not know where their current membership card was. Now this is quite worrying, and I hope that the same situation is not occurring in this Branch. Remember, there are a number of retail outlets that offer discounts to our members. You must show your current membership card to obtain a discount. If you have not got your card, you are not entitled to the discount. I know from personal experience, that I have gone into Perth Hobby on a Saturday, and Gavin has given me discount, knowing that I am a member, [we were both at the club on the Friday night]. However he shouldn't do it. If I go into City Models, Tim always asks to see my card, even though he knows I am the Branch Secretary. This is the right way that the discount scheme should operate, so if you have lost or misplaced your card, do not moan or complain if you are refused a discount.

Again we have had a number of new members joining our ranks. Members who have joined over this past 2 months are. Kevin Richard GRAHAM Cloverdale OO Dr Roland Geoffrey BELLISHAM-REVELL Kalamunda HO/OO

We have had only two new members over the past two months. This appears to be a very low number. Maybe it is because it was during the Christmas/New Year period, and people are more concerned with other things. Maybe it is because of the new policy of not putting full copies of The Branchline in the Hobby shops. Only time will tell. Anyway to Kevin and Roland, on behalf of the Branch, welcome, and I hope that your membership of the Association and the Western Australian Branch, in particular, will be both enjoyable and fruitful.

Barry Bryant
Membership Registrar

From The Scribe's Quill

Meeting 158 [OCTOBER]

The Major items of business dealt with at this meeting were :-

Northern Districts Model Railway Club have invited the club unofficially to a BBQ at their Balcatta Clubrooms. Secretary to get details

Application for Planning Permission has been submitted to Bayswater Council
The book on the history of Midland Junction has been purchased.

CTC Board magazine has been ordered
Changes to Federal Constitution voting was discussed and concerns noted for transmission to the Federal Secretary

G. Bell currently reviewing tool situation.

Meeting 159 [NOVEMBER]

The Major items of business dealt with at this meeting were :-

We have orders for more than 50 mugs.
Secretary to order

S. Mead to try to get author of the Book on the history of Midland Junction along

to address the club.

A Nomination has been put forward to the Federal Committee for the awarding of a Meritorious Award.

ModelRail. Function progressing well. Channel 7 cameras out at the clubrooms for a segment in the What's on in the West. N Scale layout to be displayed and not stored away, in anticipation of possibly larger crowds.

Exhibition. Offer from Superdrome was discussed, but it was decided to remain with the Silver Jubilee facility at the present.

A. Porter gave details of his visit to the UK, and the discussions he had with regard to forming a sister club relationship with a club in the UK.

Membership list presented to the club, with the request that we purchase some new plastic badge holders.

Barry Bryant
Branch Secretary

Around the Layouts

Haltwhistle

Users of Haltwhistle, where are you??? As Alan Porter says in his article "AORTA do something about the electrics, AORTA do something about the track problems, AORTA, AORTA". It is always someone else who ought to do something about it.

I am very disappointed!! Since Haltwhistle was taken out of use for repairs and maintenance to bring it up to exhibition standard the former users of Haltwhistle have been conspicuous by their individual and collective absence. These same people will expect the layout to be in perfect working order so that they can come and play trains during the exhibition, and make use of the layout after its return. You might be disappointed.

The major items needing attention have been identified and a work programme drawn up. You will see some evidence of this in the Branch programme; the specialised task of repair and maintenance of the stock will be undertaken by a small group of suitably skilled members. During the General Activities sessions on 30 March, 1 and 6 April we will be making trees for the layout. During other GCA programme days work will continue on the layout, come prepared to get involved, you'll learn a few things at the same time which will be useful in your personal modelling. Come on folks, don't leave it to the half dozen regular workers.

All major work on Haltwhistle must be completed by end of March; April and early May will be devoted to testing and tuning the layout, rectifying any minor problems identified and particularly Exhibition operator training. We will have a slow time dismantling and re-erecting mid-May prior to dismantling for transport to the Pavilion.

I see the N Scalers are having a similar problem. We really don't want to have to start putting the hard word on people, but we may have to.

Matthew Turner
Layout Coordinator

West N Trak

We have had a few problems with the layout over the past month or so. There seems to be a problem with the attitude of some of our members. Many hands make light work, so the old saying goes, but if most of those hands are firmly stuck in trouser pockets, when work needs to be done, then we have a problem.

This manifested itself in December, when we were re-erecting the layout after ModelRail. Many of the members present did not assist in the re-erection process, they just hovered in the background, waiting for the workers to finish, and in fact were putting trains on the layout and trying to run them, while there were members crawling around the floor under their feet, trying to find out why the layout wasn't working properly. Unfortunately I am not one of those people who exercises their authority, by telling people to p— off out of the way, but after that night's experience I will.

With all the confusion we were unable to find the faults, and it was a fortnight before we finally got the layout working properly again. In future, when we have a job like the erection of the layout to be done, which is normally done on an N scale night, I would suggest that the layout room be closed to all except those actually doing the work. Once the layout is operational again, it will be the members who assisted with the work, who will get the opportunity to operate the layout first.

The layout revamp work is progressing steadily, with all the new points now in place, and rewiring in progress. We would hopefully be in a position to return the modules to the layout shortly, and test run the trackwork. Once the track has been tested, the ballasting, and scenery work will take place with the modules in situ, SO BE WARNED, this work will take place on N scale nights, so the layout may be non-operational. We only have till May to complete the work, so unfortunately members pleasures may suffer.

I have put out volunteer sheets for the exhibition. Please return them to me as soon as possible, so I can make up a roster, and pass this on to Ted Thoday to include with his roster. Remember, if we have two layouts operating at this exhibition, volunteers may be in short supply, and we will be operating the layout with minimal staffing. The members chosen to man the layout will be those who have helped get the layout ready.

A Process of Evolution

It is surprising what transpires from a casual conversation. Ian Wood and myself were discussing the new West-N-Trak set up modules, and I happened to mention that I felt we needed to make the track more secure than the existing set up tracks are. These are only pinned down, and consequently are easily damaged, have a tendency to move, and are more susceptible to expansion due to heat.

My suggestion was that we glue the track down completely. Ian felt that this

was a good idea, and maybe we should think about ballasting all the trackwork. On normal modules, the ballast holds the track firmly, and we have no trouble with heat expansion or track damage due to movement.

Whilst thinking this over on the following weekend, I was reading through some past issues of Model Railroader, and got to August 94 and the article on Cantington N Trak. This layout featured a very large yard area, 20ft long called CANE FORK YARD, which was very close in size to our set up modules. It suddenly struck me, with 12 tracks, we are not likely to be doing major set out or set ups during an exhibition running, why not utilise the area, ballast the track, do some scenicing, then exhibit the set up tracks as a fourth viewing side. In this way we have a more flexible layout, without the expense of cross over modules to get the set up track inside the layout.

We need to allow more space on the public side of the modules so that we can set out or set up from that side of the modules, but it would mean that we could get the public more fully involved with the operation of the layout, even to the extent of what, why, and how we set up our trains. It would mean the layout will be much more flexible, in that we do not have to be against a wall. Without the cross over modules the trains would be running all the time. With two full trains running on each track this would still leave six full trains in the set up area, and would give the public a better appreciation of what can be achieved with N scale. It would be a showcase for N scale. All we need now is the volunteers to make it happen.

Barry Bryant
N Scale Coordinator

Ebford Regis

Ebford Regis layout is running well, the past few weeks have been spent running members locomotives and rolling stock, operator training, identifying and rectifying the odd bug that appears from time to time.

The narrow gauge track laying and repair has been complete and that section is running well.

Members involved are continually bringing new locomotives to trial on the layout, this appears to be encouraging others to have a go at building their own.

There is a continuing interest in the 7mm scale field

Dennis Ling
Layout Gaffer

Magazine Review

RailMODEL Digest Preview
Issue pp96
Hawkshill Publishing
Edited by Iain Rice and Mike
Peascod £5.95

This is a new periodical digest produced by two well known modellers in British fine scale, one of whom [Iain Rice] is also renowned for prolific outputs previously under the Wild Swan Publications and Irwell Press Publications banner [plus many articles in the model railway press.

Ed.] What, you may ask, is a periodical digest? Periodical means occasional, which initially will be quarterly - the next issue is due out in February. Digest means greater depth [digestion] of treatment of subjects due to the size of the publication being significantly greater than the existing press.

The Preview Issue is presumably akin to what is intended for the regular issues - it has glossy soft covers, not stapled but bound, around 96 pages of text, printed on very good quality, glossy paper.

Eleven topics are covered by well qualified modellers:-

Modelling the BR Class 08 diesel shunter, including building the Impetus Models kit

Using the MJT etched metal overlay kit components to scratchbuild an LNER Kitchen car in EM

The basics of building model semaphore signals

Building the 85A Models 7mm scale plastic kit for a Hunslett 0-6-0ST industrial shunter

Hebble Bridge, a design for a fictional LYR station in the Pennines to fit in a 12 x 9 space

Tabulation of Southern Railway headcodes

Prototype study of the Z Class 0-8-0T locomotives of the Southern Railway - photographs, 7mm scale drawing and text.

Tale of taking a model railway layout across the Channel to an Exhibition in Belgium

Scratch-building a GWR 1366 Class 0-6-0PT in P4 but using the Peter K chassis

Considerations in the design and construction of a modern image N scale exhibition layout based on Acton

Details of an 1897 dumb-buffered wagon built by Hurst Nelson for private owner Spencer, Whatley and Underhill

Product reviews cover the Alan Gibson etched 4mm kit for the MR U and S Class 0-6-6Ts, the D&S 4mm whitmetal kit for a GER 20 Brake Van, the Shire Scenes etched brass conversion for the Ratio Iron Mink and the London Road Models 4mm etched metal kit for the LNWR 50 Autocoach. These reviews are proper, in-depth assessments by Graham Warburton, Frank Watts and John Chambers and really tell it as they found things!

These articles constitute the bulk of the publication, apart from a couple of single page space fillers, four pages of editorial material and three pages of advertisements, thoughtfully placed at the back of the publication. In other words, an average of 7 pages for each article, which is a lot more than is given in most of the other model railway publications.

Apart from some annoying type-setting errors [no doubt due to the haste with which the Preview Issue was put together - hopefully, there'll be more time when things settle down for future issues], this is a very impressive publication aimed at [and achieving] striking a satisfactory balance between what is theoretically possible, and what most of us can achieve.

Recommended.

Alan Porter

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